

2nd November 1984

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Issue 305 35p

Available for Immediate delivery:

SCANIA K112

Prices include Telma Retarder

Rear Engine Plaxton Paramount 3500

4 Star: £69,750

Incl. Toilet & Driver's bunk

3 Star: £67,850

Full Luxury Spec.

2 Star: £64,750

Full Luxury Spec.



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12 M DAF MB200 DKFL/DUPLE CARIBBEAN EXECUTIVE COACH with 49 reclining seats, maximum luggage lockers, double-glazed tinted side windows, heated rear view mirrors, moquette to roof, Radiomobile radio, P/A, cassette unit with fixed and wanderlead microphones, full draw curtains, two fog lamps, driver's locker, N/S sun visor, stainless steel wheel discs, Tempo 100 specification, rear sunken toilet, driver's bunk, insulation to roof and bodysides, courier seat. £59,950.

**DAF MB200 DKFL 12 m Duple Caribbean 55 seater Touring coach. £52,500.**

12 M DAF SB 2300 DHS/PLAXTON PARAMOUNT 3200 COACH with 53 reclining seats, Eberspacher engine pre-heater, plug door, maximum additional lockers, provision for bed compartment, insulation to roof, moquette to centre roof, locks to fuel filler and all side lockers, courier seat, fog and spot lamps, Radiomobile radio, public address/cassette unit with flexible arm microphone, tinted side windows, Tempo 100 specification. £56,500.

**DAF MB200 DKFL 12m Plaxton 3500 Two Star 53 reclining seats £59,950**

12 M LEYLAND TIGER 245 HYDRA/DUPLE CARIBBEAN DE-LUXE COACH with 51 reclining seats, plug door with pavement window, maximum lockers 9 cu.m. capacity, tinted side windows, heated rear view mirrors, Moquette to centre roof, Radiomobile radio P/A, cassette unit with fixed and wanderlead microphones, two fog lamps, drivers locker, N/S sun visor, Tempo 100 specification, stainless steel wheel discs. £56,950.

**LEYLAND Tiger 245 11 m ZF Plaxton Paramount 3200 53 seater Express coach. £49,950.**

12 M DAF SB2300 DHS/PLAXTON PARAMOUNT 3200 YEATES 'SPECIAL PACK' COACH, with either 55 'B' or 53 'E' type seats, plug door, maximum additional lockers, soft trim to racks, lock to fuel filler, 10 speakers and aerial, insulation to roof, decorative curtains, fabric to centre roof, side domes and casing panels, tinted side windows, stainless steel wheel discs, N/S sun visor, fog and spot lamps, sorbo rubber to gangway and entrance. £52,500.

**LEYLAND Tiger 245 12 m Hydra LAG Galaxy 3.55 Deluxe coach with 49 Chardon reclining seats, rear O/S sunken toilet, Continental door, courier seat. £59,950.****LOUGHBOROUGH**
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1981 FORD R1114 Duple Dominant II 53 seater. £26,000

1979 BEDFORD YMT Duple 53 seater. £15,750

1978 AEC AH760 Plaxton Supreme 49 'E' type seats. £14,950

1978 BEDFORD YMT Plaxton Supreme 53 seats. £12,950

(Used Coaches continued)

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1977 BEDFORD YLQ Plaxton 41. £9,950

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Please note: The prices exclude VAT. All vehicles are offered subject to remaining unsold. The year quoted denotes the year of first registration.

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CARLTON

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 1980 (W) BEDFORD YMT Duple Dominant II 53 seater, radio/cassette, side locker, tinted windows, current MOT. £16,500
 1979 BEDFORD YMT Duple Dominant 53 seater, radio/cassette, power door, twin side lockers, curtains, current MOT. £13,950
 1975 BEDFORD YRT Plaxton 53 seater. £5,750

FORD

1981 FORD R1114 Plaxton Supreme IV 53 seater, tinted windows, curtains, power door, radio, side locker, current MOT. £19,900
 1980 FORD R1114 Plaxton Supreme IV 53 seater, power door, radio/pa, current MOT. £16,900
 1979 FORD R1114 Plaxton Supreme IV, 53 seater, long MOT. £12,750

VOLVO

1983 (A) VOLVO B10M Van Hool Astral 58 recliners, toilet, washroom, Telma, tinted windows, bunk, fridge, three TV boxes, Webasto, radio/pa/cassette, plug door. £85,500
 1982 VOLVO B10M Duple Goldliner 51 recliners, courier seat, toilet, bunk, tinted windows, TV/video, coffee machine, fridge. £51,750
 1982 VOLVO B10M Plaxton Viewmaster, 49 recliners, toilet, stereo/cassette, plus, plus. £49,750
 1981 VOLVO B58 Plaxton Supreme IV 53 seats, excellent condition. £31,750
 1979 (V) VOLVO B58 Duple Dominant 53 seats, radio/pa, power door, Bristol dome, sidelocker, current MOT. £25,750

M.A.N.

1981 M.A.N. SR280 Integral 53 recliners, tinted double glazed windows, courier seat, Continental door, radio/cassette/pa, full lockers, twin tanks. £34,250
 1982 VAN HOOY Acron, full Executive specification, 40 recliners, 2 TV's, full oak kitchen, generator, telephones, 2 power doors, toilet, individual headphones, radio/pa/cassette, seat back tables. £59,750

LEYLAND

1982 LEYLAND Leopard 12m 51 recliners, Duple Dominant II, tinted double glazed, curtains, Telma, Bristol dome, power door, radio/pa. £34,900
 1981 LEYLAND Leopard 53 seater Duple Dominant III, full SD pack, radio/cassette, power door, tinted double glazed windows, air horns, MOT 1985. £29,950

DAF

1983 DAF MB200 DKFL Van Hool Alizee 49 recliners, courier, toilet, Continental door, TV/video, servery. £57,500
 1983 DAF MB200 DKFL Plaxton Paramount, full Executive specification, 36 recliners, tables, full servery, TV/video, radio/pa, Continental door, tinted double glazed windows, toilet, night heater etc. £54,900
 1983 DAF MB200 DKFL Plaxton Paramount 51 recliners, Continental door, courier seat, tinted double glazed windows, power door, curtains, radio/cassette, side lockers, Tempo 100 specification, choice of three. One only £49,900

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SOLD



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SOLD



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DAF Bus



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BEDFORD

1984 (B) Bedford YNT Duple Laser 2, 53 seats, side lockers, soft trim, direct bonded, bronze tinted glass, nominal mileage only. **£48,750**

1983 (Y) Bedford YNT (6 speed ZF) Duple Dominant IV Express, 53 seats, tinted glass, double glazing, side lockers, wheeltrims, radio/pa/cassette, current MOT. **£36,750** **£32,750**

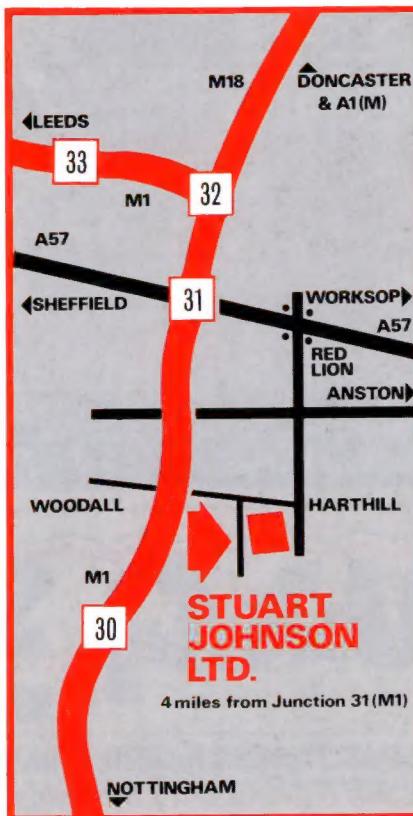
1981 (W) Bedford YMT Plaxton Supreme IV 53 seats, radio/pa/cassette, side lockers, curtains, power door, wheel discs, exterior white, trim colour blue stripe moquette roof lining, current MOT. **£24,750** **£21,250**

1979 (V) Bedford YMT Plaxton Supreme IV 53 seats, radio/pa/cassette, side lockers, curtains, power door, wheel discs, exterior white, trim colour blue pattern moquette, current MOT. **£18,750** **£16,250**

1976 (R) Bedford PJK Duple Dominant I 29 seater, exterior white, interior blue pattern moquette, radio/pa, side locker, curtains, new MOT. **£8,950** **£7,250**

1974 (M) Bedford YRT Duple Dominant I Express, 53 seats, exterior duo blue, interior blue pattern, radio, side locker, current MOT. **£4,750** **£3,950**

1974 (M) Bedford YRT Duple Dominant I 53 seats, radio/pa, side lockers, interior trim red pattern, exterior cream and red stripe. **£4,950** **£4,100**



DAF

Unregistered DAF MB200 DKVL 12 metre, Duple Caribbean II, 55 fixed reclined seats in moquette, rear illumination panel, bronze tinted glass, moquette centre roof, footrests, stereo/radio/pa, fog lamps, private locked fuel filter flap, driver's bunk, locker, Continental door. **£69,750**

1980 (V) DAF DKL MB200 12 speed splitter box Plaxton Supreme IV, 57 seats, radio/pa, wheeldiscs, curtains, interior brown and orange stripe, exterior white, new MOT. (Refurbished and repainted to a very high standard at Duple Services). **£28,750** **£24,750**

FORD

1980 (V) Ford T152 Plaxton Supreme 35 seats, radio/pa/cassette, side lockers, Bristol dome, wheeltrims, power door, courier seat, solid rubber floor, trim colour autumn tint, exterior colours yellow and red stripes, current MOT. **£21,750** **£20,750**

1981 (W) Ford R1114 Plaxton Supreme IV 53 seats, Bristol dome, power door, radio/pa/cassette, wheeldiscs, exterior red and ivory, interior red/maroon stripe moquette, current MOT. **£23,750** **£20,750**

1981 (W) Ford R1014 Plaxton Supreme IV 45 seats, Bristol dome, power door, radio/pa/cassette, wheeldiscs, exterior red and ivory, interior red/maroon stripe moquette, current MOT. **£19,850** **£17,000**

1980 (V) Ford R1014 Plaxton Supreme IV 45 seats, Bristol dome, power door, radio/pa/cassette, wheeldiscs, exterior red and ivory, interior red/maroon stripe moquette, current MOT. **£17,500** **£15,000**

LEYLAND

1982 (X) Leyland Leopard (6 speed ZF), Plaxton Supreme IV, 53 seater, Bristol dome, side lockers, radio/pa/cassette, power door, curtains, exterior blue and white, blue stripe moquette, current MOT. **£37,750** **£34,750**

1978 (S) Leyland Leopard 11 metre Duple Dominant II 53 seats, Jake brake, side lockers, exterior white, interior red stripe moquette, current MOT. (Refurbished and repainted to a very high standard at Duple Services). **£23,750** **£21,000**

1978 (S) Leyland Leopard Duple Dominant II, 53 seats, side lockers, exterior ivory, interior blue matt pattern moquette, radio/pa/cassette, current MOT, (refurbished and repainted to a very high standard at Duple services), choice of 2. **£22,750** **£19,750**

Generous part exchange allowances or substantial discounts always on offer.

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SJ

COACHMART

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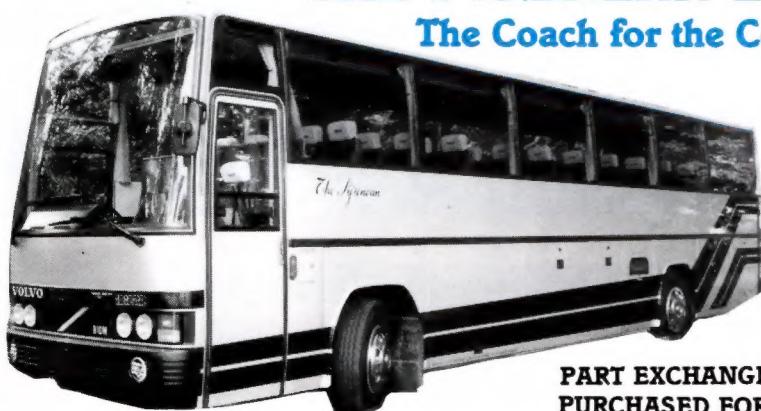
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£71,500 nett.

PART EXCHANGES WELCOME AND QUALITY HEAVYWEIGHTS PURCHASED FOR CASH

USED VEHICLES

1982 Leyland Leopard Plaxton Supreme IV, one owner, 11 metre, 129,000 kms, radio p/a, power door, MOT Jan. '85, 53 seats, first class condition. £32,500.

Contact:
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New Vehicles for Early Delivery

MERCEDES 0303/15R Jonckheere Jubilee P50 Luxury coaches, 51 reclining seats, one-piece laminated windscreen, Cori carpet, radio/pa/cassette system, Webasto, centre offside sunken toilet, driver's sleeping compartment, double glazing, refrigerator, additional fuel tank, courier seat, driver's suspension seat.

Used Vehicles

BOVA

1984 BOVA Futura 53 recliners plus courier seat, TV/video	£62,500
1982 BOVA Europa, 52 reclining seats, TV and video	£52,500

VOLVO

1983 VOLVO B10M Jonckheere P90 58 reclining seats, toilet, driver's bunk, Telma retarder, skid chek, fridge, TV and video, carpet, curtains, Webasto heating, etc.	£86,000
1982 VOLVO B10M Jonckheere Bermuda 49 recliners, toilet, driver's bunk, Telma, TV and video, carpet, curtains, Webasto heating etc, choice of two	£58,000
1982 VOLVO B58 Van Hool Alizée, air over leaf suspension, 49 reclining seats, toilet, all usual extras	£55,500
1982 VOLVO B10M Van Hool Alizée 'H', 53 reclining seats	£52,500
1982 VOLVO B58 11m Plaxton Supreme, 45 'E' type seats, toilet, Continental step, wardrobe, coffee machine, tinted glass, courier seat, Telma retarder	£39,750
1981 VOLVO B10M (Auto) Van Hool Alizée 'H', 49 reclining seats, toilet, sleeper	£49,500
1981 VOLVO B10M Plaxton Viewmaster, 47 reclining seats, toilet/sleeper, TV/video boxes, carpet, curtains, Telma	£47,500
1981 VOLVO B58 Plaxton Supreme 49 'E' type seats, Telma retarder	£34,500
1980 VOLVO B58 Dominant II with 50 reclining seats, Telma retarder, courier seat ..	£32,500
1980 VOLVO B58 Plaxton Supreme IV Executive, 28 recliners, 6 tables, toilet, servery, microwave oven, bar optics, Telma and Webasto	£32,500
1980 VOLVO B58 Automatic Plaxton Supreme IV, 51 recliners, Telma, Bristol dome, TV/video, curtains	£32,500
1979 VOLVO B58 Plaxton Supreme IV with 48 recliners, toilet, TV and video, Bristol dome, carpet, curtains	£30,500
1979 VOLVO B58 11m Duple Dominant II Express, 53 seater, new MOT	£27,500
1979 VOLVO B58 12m Dominant II 57 seater, new MOT certificate	£29,500

DAF

1982 DAF MB DTKL Jonckheere 'Bermuda' 12 metre, 53 recliners, toilet, driver's bunk, TV, video, fridge, Continental step, Telma, all usual extras	£55,500
1982 DAF MB Plaxton Supreme IV 12 metre, 57 seater	£44,500
1982 DAF MB200 DTKL Plaxton Supreme 53 'E' types, Continental step	£44,500
1981 DAF MB Jonckheere 12 metre, 51 reclining seats, toilet, bunk, etc	£45,500
1980 DAF MB Plaxton Supreme IV, 12 metre, 57 seater, splitter box and curtains	£32,500

LEYLAND

1981 (December) LEYLAND Leopard Dominant III SD III pack, 12m, 57 seater, courier seat, Bristol dome, side lockers, ZF gearbox, radio/pa, double glazed	£39,500
1981 LEYLAND Leopard 11 metre Duple Dominant III, 49 seats plus toilet	£27,500

AEC

1979 AEC/PLAXTON 12m, 51 reclining seats, Telma, ACL, maximum side lockers, tinted windows	£21,500
1979 AEC/PLAXTON 11 metre, 49 seater	£18,500
1978 AEC/PLAXTON 11 metre 53 seater	£16,500

BEDFORD

1981 BEDFORD YNT (turbo) Duple Dominant III, 46 seater, detachable toilet, double glazing, side lockers, power door, Telma	£26,500
1981 BEDFORD YNT (turbo) Plaxton Supreme IV Express, 53 seater, Bristol dome	£25,000
1980 BEDFORD YMT Duple Dominant II 53 seater	£21,500
1980 BEDFORD YMT Plaxton Supreme 53 seater	£19,500
1979 BEDFORD YMT Plaxton Supreme 53 seater	£18,750
1978 BEDFORD YMT Plaxton Supreme 53 seater	£16,750
1978 BEDFORD YMT Estoril 53 seater	£12,750

FORD

1979 FORD R1114 Plaxton, 49 recliners	£16,750
1979 FORD R1114 Van Hool 53 seater, power door, side locker	£14,500
1978 FORD R1114 Duple Dominant II 53 seater	£12,000

Part Exchanges welcome against any of the above vehicles.

Vehicles can be viewed at your convenience by contacting

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George Stratford — North of England and Scotland — 050682 3371 (home)

Arthur Humphries — Eastern England, London and Home Counties — 0902 732140 (home)

TRADE DESCRIPTION ACT: In this list we quote the year of registration and not necessarily the year of manufacture.



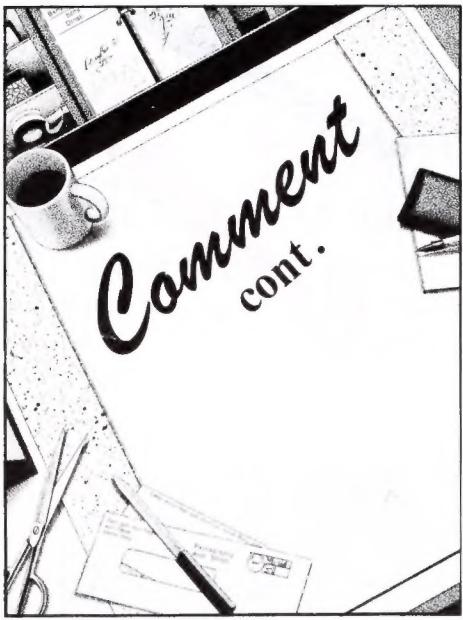
The activities of National Express have featured predominantly in our mailbag this week, with two operators having problems which are worth a mention here.

Grayline Coaches of Bicester were approached at 5.10 p.m. on Friday, August 10th to provide a coach immediately to operate an express service from Oxford to Bristol and return. Brian Gray of Grayline told me that there was obviously a last minute panic on National's part, and the question of the rate to be charged was not discussed. To help National out, a Bristol LHS was despatched within the hour and the job was carried out successfully.

On August 16th, Grayline sent National Express an account for £110, the charge being based on a mileage of 160 at around 70 pence per mile. Nothing further was heard until 17th October, 1984 when Mr. Hall, National Express Area Operations Manager, returned the invoice with a letter which read as follows:-

"With reference to the attached invoice . . . there appears to be some discrepancy in the sum you are claiming and the amount National Express pay to independent operators. The Oxford-Bristol-Oxford round trip mileage is 136 miles and it was decreed early in the season that National Express would pay 1p per seat per mile — as you kindly provided a 29-seater coach this would therefore give $136 \times 29 = £39.44$. In view of the above we should be pleased to receive your amended invoice in order that we can instruct our accounts department to proceed with payment".

Brian Gray wrote to Mr. Hall insisting that the invoice be paid in full and informing him that copies of the correspondence had been forwarded to Coachmart for possible publication. Within a couple of days of this National



Express relented and agreed that Grayline would, on this occasion, be paid £110.00 as originally invoiced.

However, the more general implications of Mr. Hall's letter concerned me and I spoke to National Express PRO, Alan Watkins, to clarify the way in which independents are paid for express service work. He told me that as a general rule independents were paid 1 pence per seat per mile, but this rate could be, and was, varied at local level for "normal commercial reasons". Those operators who worked for National Express on a regular basis sign a hire agreement at the beginning of the season, and a rate per mile would be agreed at that time. In the case of Grayline no such agreement was in existence — indeed the hire on 10th August was the only job carried out for National Express by the firm this year — and Alan Watkins agreed that National were obliged to pay any reasonable sum charged by the independent operator under these circumstances.

I am amazed that independent operators provide National Express with vehicles for 1 pence per seat per mile. This would mean a rate of between 49 and 57 pence per mile for full-size coaches, which in my view is almost inevitably going to be unprofitable. If you are approached to carry out National Express work, particularly at the last minute, it would appear to be essential to agree a price in writing for the trip before supplying the coach, so that there can be no dispute at a later stage.

The other National Express-related problem brought to my attention is that of getting paid promptly, but here the independent operator concerned is partly to blame. A major South Yorkshire coach firm supplied National Express with a large number of coaches, many at short notice, during July and August. No payment had been made by late October.

Alan Watkins of National Express investigated this for me, and discovered that the operator concerned had only rendered invoices in mid-September, and had not sent with each invoice the waybill and ticket stubs in respect of the journey. National need this documentation for statistical and financial purposes, which is why invoices from an operator which do not have the relevant documentation securely attached may fall foul of the system, resulting in delayed payment.

I was told that details of the documentation which must be provided with each invoice is included in the hire agreement signed by each independent operator who provides coaches to National Express on a regular basis, and that provided these instructions are complied with payment should be made about one month after the invoice has been rendered.

This seems perfectly fair, but I am concerned at the length of time it appears to take National Express to decide that they wish to query accounts, and I find it equally surprising that it is necessary for them to hire coaches at a minutes notice to cover express service duties. Both of these features sound to me symptomatic of an organisation under considerable strain. Has National Express expanded too quickly for its own good?

Some independent operators may decide to establish themselves as bus service operators in advance of deregulation, and apply for Road Service Licences under existing legislation. Provided licences were granted, this policy could be a wise one, as it would allow the company which intends to move into bus service operation the opportunity of establishing his routes in the less competitive regulated market and to generate passenger loyalty in advance of competitors. Any operator who has thought of adopting this policy should take note of a recent appeal decision involving Wrekin Coach Services (Britannia) who in the appeal lost bus services granted to them by the West Midland Traffic Commissioners. The case will be reviewed in next week's issue.

The Secretary of State in his decision stated that he had "no alternative but to grant the appeal", as the applicant had not established that his services would be in the public interest, nor had the objectors' evidence that the proposals were against the public interest been effectively refused. The appeal inspector bluntly warned that in the Yeowart case "the Court of Appeal said that the Secretary of State was under a duty to consider an appeal fairly and was not entitled to impose policy regardless of the facts". The inspector continued by stating that he "could not

advise the Secretary of State to impose a policy in this case against the evidence which was so clearly that the interests of the public would not be served by Britannia licences".

Despite the Government's desire to introduce deregulation in due course, this decision makes it clear that those who apply for Road Service Licences under the present regulations must present an effective case. It is not enough to dismiss the objectors' projections of revenue losses as exaggerations without challenging them logically and in detail. Nor is it adequate, under current legislation, to simply present the applications without producing evidence to support the contention that the services applied for are in the public interest.

Those who wish to operate new services in advance of legislative changes must therefore make sure that their applications and supporting evidence are designed around the current laws rather than what is likely to exist in the future.

Houston Ramm

Scottish Trade Shows

Scottish operators who did not manage to visit the N.E.C. Show will be able to see a wide range of vehicles at Shows being organised by Caledonia Coach Sales and Service Ltd and the S.M.T. Sales and Service Co. Ltd. The Caledonia Show is being held at 376 Townmill Road, Glasgow G31 3AN from Friday 9th to Saturday 17th November from 10 a.m. to 7 p.m. daily, whilst S.M.T. are holding two shows, one in Aberdeen at the Altens Industrial Estate on the 5th, 6th and 7th of November between 10 a.m. and 6.30 p.m. daily and the other at their Finnieston Street, Glasgow premises from the 9th to the 17th between 10 a.m. and 9 p.m., (Sunday 2 p.m. — 6 p.m.)

S.M.T. will be featuring the new Bedford Venturer and providing facilities to test drive Duple Laser II, Plaxton Paramount and Wright Contour models. Caledonia promise a wide variety of chassis, body and integral products from various manufacturers. Among a variety of Van Hool bodied Volvo exhibits the new 11 metre "Local Traffic" bus will be of particular interest as will the Dennis Lancet 8 metre, IVECO 315 7.5 metre, and Albion Equipment Company Puma 8 metre chassis, all of which are interesting recent entrants into the midicoach field. Another vehicle not seen at the N.E.C. was the Alexander TE bodied Leyland Tiger which Caledonia are now offering to independent operators.

Trade stands will display the products and services of various PSV related companies at all three shows whilst Caledonia threaten potential visitors with the delights of Haggis, Neeps and Nips. For further information contact S.M.T. on 041 204 2828 or Caledonia on 041 554 2761/4.



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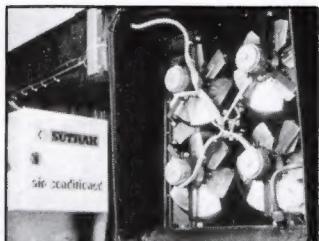
United Counties Engineering specialise in the retrospective installation of air conditioning systems. We are the only U.K. company approved to do this for the performance-proved Sutrak and Kysor systems, both of which can be installed to suit individual requirements without altering the vehicle profile.

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MERCEDES BENZ

At a time when their home market is diminishing and world markets are becoming increasingly competitive Mercedes Benz have opened what could be the most modern bus manufacturing plant in the world at their headquarters in Mannheim. The new plant has cost Mercedes DM80 million to install at a time when the profits being generated by their bus division are being described as not satisfactory. An extra 400 staff have been taken on to man the factory, bringing the workforce up to the 6,000 mark although some of the extra people are needed to counter the efforts of the prolonged strike earlier this year.

0405 buses and 0303 coaches enter the plant in painted shell form having been prepared to this point elsewhere in the complex and are placed on a split level moving assembly line. Over fifty numbered assembly stations later the completed vehicle emerges from the factory ready for delivery. Between each station the automated lines have done away with the need to transport the body on trestles. Whilst one watches men working on the shells it is possible to see the lines moving almost imperceptably along. There are five conveyors connected by intersecting lines.

INVEST HEAVILY IN NEW PLANT



The dual-level assembly facilities in the factory were designed to ensure material supply direct to the point of assembly.



Working platforms on the overhead lines move in synchronisation with the assembly lines and can be adjusted to any height to suit the size of the individual worker.

everything beneath is prepared, a button is pushed and the body slowly moved into position.

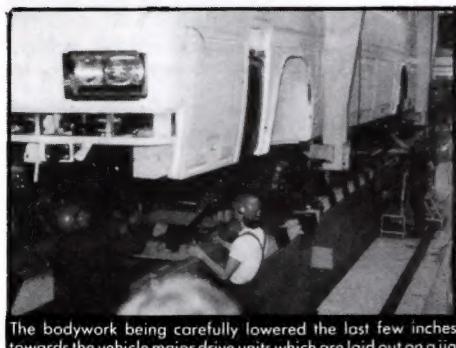
All other many remaining construction tasks are carried out at ground level with the vehicle progressing on conveyor sledges over chain driven roller lines. As well as having all of the relevant parts installed the vehicle is fuelled, oiled and topped up with all necessary fluids. Extensive checking procedures to ensure that each vehicle is in perfect order are carried out. The engine, electrical system,



All functions of the bus are checked before it leaves the assembly shop.



The first 17 stations are on a far higher level than the remainder. At stations 1 to 17 work is carried out on the bodywork and interior of the bus or coach whilst simultaneously on other tracks below work is completed on the underside of the vehicle. At station 17 the body is "married" to the running units. The axles are mounted in the proper pre-determined positions on a jig and the engine is loaded onto a forklift truck. Once the body is directly over the running components and



The bodywork being carefully lowered the last few inches towards the vehicle major drive units which are laid out on a jig advance.



At assembly station No. 17, the body is lowered from the raised track in preparation for the fitting of the engine and axles.

MERCEDES BENZ MERCEDES BENZ MERCEDES



An 0305 service bus undergoes some final tests before leaving the assembly plant.

braking system and, where fitted, ABS are all thoroughly inspected.

As both the 0303 and 0405 ranges with all the many variations from the standard product are constructed on the same track, two special stations have been included where vehicles can be taken off the main production line to have any non-standard equipment fitted. Two stations are also devoted to the assembly and coupling of articulated pusher buses which were previously constructed in a separate production shop.

More economical construction, higher quality and greater flexibility in the installation of optional equipment were Mercedes' objective when commissioning



Though pre-assembly of the instrument panel is not new, this unit now also receives a complete inspection of the new pre-assembly station before being passed for installation.



Having already received its major components, this 0303 moves slowly forward collecting the remainder.

carried out without the need to bend, stretch or kneel. Close attention has been paid to proper lighting, especially whilst work is being completed on vehicle interiors, and there is also far more room to work on these interiors without getting in the way of other workers, now that so many items are being pre-assembled off the main production line.

A computerised system now controls the



An 0303 travels along a raised section during an early stage of the construction process.

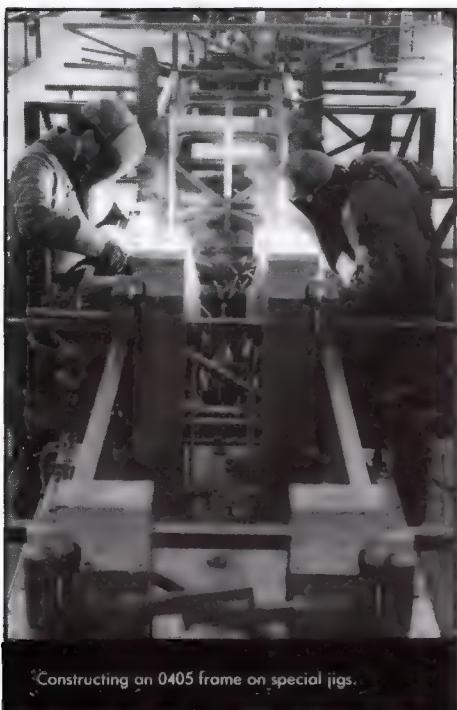
the plant. These aims are being successfully achieved. 73 pre-assembly stations prepare the more intricate items for fitment away from the main track. Mercedes claim that this improves quality because the assembly workers have more time to do the job and can do so in less restricted surroundings. Pre-assembled units can also be checked before fitting which prevents the wasting of time and effort in replacing faulty units on a completed vehicle. An example of this is the entire instrument panel which is checked before being approved for installation.

Better and safer working conditions for staff have been created by using a variety of methods. Assembly platforms with adjustable heights enable work to be

supply of materials to each vehicle under construction. Every vehicle has a full specification list and by checking this documentation the computer ensures that all parts required are supplied to the vehicle at the appropriate stage of its manufacture. In this way individual specification options can be supplied with ease, substantially increasing the level of flexibility.

One thing that did surprise me as I toured the new factory was that the 0303 range is only available with conventional glazing because the rounded shape of the window pillars precludes bonding. The latest Mercedes bus, the 0405, does, however, make extensive use of glass bonding not only on the external window but also on the glass driver's partition.

MERCEDES BENZ MERCEDES BENZ MERCEDES



Constructing on 0405 frame on special jigs.

I was not able to tour the section of the factory where the 0303 frame is constructed before the vehicle enters the new plant but I did visit another newly opened plant where the 0405 bus begins to take shape. Up to the minute construction techniques are employed including the use of a circular saw that trims the chassis frame exactly to the size predetermined by computer.

Before touring the factory I attended an international press conference at which Horst Zimmer, Head of Daimler-Benz AG Bus Division, made a long speech detailing the state of the German market for new buses, Mercedes' model range and its position in the world and describing the new manufacturing facility. The appointment of W. S. Yeates to sell Mercedes products in Britain has been known for some time but at the conference it was announced to the world.

Some of the facts given were particularly interesting. The total German bus and coach market reached a peak of 5,549 units in 1980 falling to 4,370 in 1982 and, after a 1983 figure of 4,828 which was the result of a government investment

allowance, is already showing a 26% drop for the first six months of 1984. Mercedes estimate that the total bus population of Germany is currently stagnating at around 64,000 units. German coach sales figures look to be heading for a fall of 30% for 1984. In the rest of Europe the situation is similar with registrations having fallen by 10% in France, the Netherlands and Austria, 45% in Italy and around 50% in Belgium. In spite of this Mercedes have increased their turnover by 30% since 1982 to in excess of 1 billion DM, earned from the sale of 2,840 complete buses, 1,512 chassis and 3,665 C.K.D. kits. 53% of Mercedes bus production was exported in 1983.

The current Mercedes range still contains the 0305 type bus although the 0405 is now in full production. The 0405G articulated bus will be introduced to replace the 0305G during 1985 and the 0407 rural bus will commence production in 1986. The 0405 was displayed and looks a most interesting vehicle for local work. It has the 6 cylinder Mercedes in line engine designed for maximum torque in the lower speed ranges. Re-designing work on the engine has led to reduced exhaust emission and fuel consumption figures that are 9% better than those returned by the lighter 0305. An electronically controlled three speed automatic transmission is standard. It is claimed that ease of servicing and maintenance will make the vehicle more economic to operate. Protection against corrosion has been treated as a matter of major importance to which end all tubing used is foam filled, extensive use is made of fibre glass reinforced plastics and non-corroding sheet metal, and bonding agents

have been utilised to locate windows and bodywork panels. Although it costs 10% more to buy Mercedes estimate that a vehicle covering 50,000 km a year will cost DM 4,600 less per year to operate than the current 0305.

Turning to the 0303 coach, Horst Zimmer described it as "the most successful touring coach range to date", with worldwide sales in excess of 20,000 during the 10 years it has been produced. Developments this year include new right hand drive versions for Britain, Japan and South Africa, it was stated, although Wahl of London have been running right hand drive 0303 full integrals for at least three years and 0303 chassis vehicles were operated since the late 'seventies. In the question session following the speech I enquired why Mercedes have only just begun to sell complete vehicles to Britain although the model has been in production for ten years. They replied that the decision to attack the British market had been taken some time ago but that right hand drive vehicles had not previously been included in the range. Lead time was required to introduce such models and it also had to be considered whether right hand drive vehicles would be saleable in other countries like Japan and South Africa where construction regulations are different to Britain.

On the subject of a successor to the 0303 officials were categorical in their insistence that it would not be replaced in the foreseeable future. The intention is that the company will continue to improve the existing model because, unlike cars, the purchasing of coaches is far less governed by emotion. If the 0303 were not so



The floor frame, sides, roof and front and rear sections are welded together in the so called "dome" into a self-supporting body framework, which is then panelled, corrosion-treated and given its final paintwork.

New edging plant trims the tubes of the floor frame to the final width on electronically controlled circular saws. It is designed to cater for chassis of varying widths and wheelbases.

MERCEDES BENZ MERCEDES BENZ MERCEDES



The finished product, a Mercedes-Benz 0303 RHD, ready for delivery to a British operator.

successful the company claimed that they would be looking at a new model in greater earnest. Any new vehicle would, in any case, be constructed to the same dimensions and there was the additional factor that every new model introduced automatically depreciates all of the older ones. For these reasons there are no concrete plans to replace the 0303.

Looking at the current 0303 design it is difficult to find many areas in which it could be noticeably improved. Mercedes engines are amongst the most proven units in the world, a fact borne out by the number of other integral manufacturers utilising them. Mercedes also point to the back up provided by 5,000 service depots in 170 countries as major factors contributing to the 0303's ability to maintain its value to an

operator. In financial terms 0303s sold in Britain could possibly hold their value better than some of their competitors if there continues to be a secondhand market for them in South Africa.

With W. S. Yeates' appointment as dealers for Mercedes in Britain the number of

0303s on British roads will inevitably increase. I was most impressed with what I saw at Mannheim and it must give potential purchasers confidence to know that Mercedes-Benz consider it worthwhile investing so heavily in the future.

Stuart Jones



The new Mercedes 0405 city bus makes extensive use of bonding techniques.



The interior of the 0405 showing the simple but comfortable seating and profusion of stanchions.

ON TARGET

The Marksman Survey (2)

Last week I compared the present composition of Bus & Coach Council's Independent Sector Committee with the membership of the sector. You will remember that I had discovered that only



2 members of that Committee operated less than 10 coaches. This represented about 7% of the Committee, but the Coachmart Survey had shown that 66% of operators run less than 10 vehicles. The second grouping had the committee membership more in line with the range of interests covered: 9 Committee members ran between 11 and 20 coaches, they comprised 30% of the committee compared with 30% of the industry who come into this scale of operational size, which is a pretty accurate representation.

The third and fourth groups turned the balance the other way. In the range of 21 to 40 P.S.V.s, the committee has 8 members (some 26.7% of its strength) to represent the 8% of operators who come into this fleet size bracket. The larger operators who run more than 40 buses or coaches fielded no less than 11 committee members (36.7% of the committee); yet only 5% of operators have fleets of this size.

Although I would not wish to criticise any individual committee member, all of whom, I am sure, feel that they do their level best to serve the whole industry; I do think that the preponderance of larger operators on the committee does not really ensure that the needs of the smaller operators are serviced. This would not be a serious problem were it not for the fact that the smaller operators are numerically by far the largest group actually in business.

This is perhaps one of the reasons why membership of BCC Independent Sector is less than 2,000 members out of a total of 5,000 actual operators? Do not many small operators see it as an organisation which best serves a larger concern? Are the decisions reached by this committee really reflecting the true needs of the majority, or are such decisions geared to the needs of slightly larger businesses?

Since membership of BCC is open to all operators and the election to the Committee is by democratic means, it can be argued that the small operator has no one to blame but himself if his views, opinions and needs are not voiced. I think that this is, however, an over simplification. In last week's article I attempted to paint a very sketchy outline of the differing style of operation by fleet size. However crude this may have been, it is perfectly clear that smaller operators have so much practical involvement in their businesses that they simply do not have the time to spend sitting on distant committees. I do not think that it would be slighting anyone to say that many smaller operators simply could not afford this luxury either. For the operator who is a quarter, a third, or even half of his total workforce, the financial burden of several days away from his business during the year is simply unbearable. If, like me, you have a staff of more than 20; an odd day or two away from the office probably makes little financial impact on the firm's profitability.

I therefore conclude that a solution has to be found to cure this dramatic imbalance of representation. I would not suggest that we should emulate Local Government and pay attendance allowance for Committee meetings. There must be some benefits in being involved in the decision making process in ones own business. Local Government is different as Councillors serve only the community. A Member of the local authority should never be in a position to personally gain from a decision in the way that a member of a trade body will. On the other hand, there seems no good reason why travelling and subsistence expenses for Independent Sector Committee members should not be claimed. If this were practised, (and I have been unable to find out whether it is, but if so, it is certainly not generally known) smaller operators may be tempted to present themselves for election to this body.

Whilst this may help, I fear that it is far from the whole solution. I think that there are two related avenues which need to be created or, if they already exist, streamlined: Through Regional and local organisations, small operators should be able to get answers to questions, to pass on ideas and to press for innovation. My personal experience is that, at present, this simply does not work. Things get lost in the pipeline; letters are not answered; Committees simply have no time to consider the small man's item; the sort of needs which I have previously identified in this column fail to be met and the nett result is dissatisfaction. I therefore suggest that the machinery for passing things up from, and back down to, the 'grass roots' needs improving. This is something which I hope may claim some time of our new Independent Sector Director, Philip Carlisle.

When I used the word 'related' in the previous paragraph, it was with Philip Carlisle in mind. Amongst all his other tasks, I hope that he will also find time to visit typically small operators to find out their needs and ensure that those needs do not remain unfulfilled. Democracy is fine, but it would not function correctly if the population had access only to Members of Parliament to sort out each and every problem of daily life in which Parliament impinged. Thousands of Civil Servants are engaged in helping and advising insignificant individuals in their daily life. Where problems are frequently voiced from many quarters, these Civil Servants have machinery to present their elected masters with recommendations for change. Democracy is all about a whole system that works, not just a ballot box.

Likewise, we have a clear need for a workable system within our industry for the problems of the vast body of smaller operators to be heard and met. It is clear that our elected Members can not wholly do this, so we must look to the Secretariat to emulate the role of the civil servant.

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WAGES AND BUSES

My friend Len runs a couple of coaches; well four actually, and his two brothers help him. They also have a farm, and a pub, and a garage where you can still buy paraffin. They have been carrying on these activities for nearly fifty years, without taking a great deal of notice of such minor irritations as Transport Acts. Now please do not jump to conclusions. Len and his brother look after their coaches, they have a mechanic who knows all four inside out and has worked for them for over twenty years, and they always turn them out immaculately, but they do so as a matter of pride rather than because an act of parliament says they must. Because Len's coaches always satisfy the ministry man he gets away with not keeping inspection records, and his mechanic records oil-changes and servicing on a blackboard at the rear of the garage.

Back in 1972 Len got to hear of the New Bus Grant, and since he qualified by virtue of a one journey daily stage-carriage service between his village and the nearest railway station he bought a new Bedford YRQ with Duple Viceroy body which is still going strong. I saw it the other day, operating a school contract journey for another operator, and it set me wondering what Len is going to make of the next Transport Act. Not a lot, I expect. He conducts his business in a generally vague sort of way, charging prices for excursions and private hire that are way below anybody else's, but not doing a great deal because his vehicles do not have the latest registrations and, anyway, he has plenty of other activities to keep him busy. His stage-carriage journey still operates, but does not actually carry passengers and he probably will not notice dynamic transport managers hiding behind the pine trees on Station Approach anyway. He would, however, recognise his own

name, which is why I have changed it to Len.

Since the publication of the White Paper several of us have been preaching that attitudes throughout this industry are going to have to change fundamentally. While this will be totally wasted on Len, there is a large group of people who are going to strongly resist a change in attitude, but for very different reasons, and they could cause a disruption of services far greater than mere deregulation. The majority of bus drivers belong to the Transport & General Workers Union and are paid in accordance with one or other of the Union/Management Agreements on wages and conditions. In the independent sector T&GWU membership is unusual, but then we only account for a very small proportion of stage-carriage operation. Those independent operators who do work within the sphere of Union influence are generally governed by the National Council for the Omnibus Industry agreements on wages and conditions. If this is new to you, prepare to be amazed and astounded!

The National Conditions Agreement was adopted by the NCOI on 9th October 1947, and subsequently amended by NCOI resolutions. The current basic week is one of five days and a total of 39 hours (7 hours 48 minutes per day). Any additional hours are at overtime rates. An additional hourly payment for one-person-operation is made on all hours so worked; a shift allowance, on a daily basis, is made; any shift of 9½ hours or more qualifies for an additional spreadover payment of an extra quarter hour for the first additional hour or part thereof, and then an extra quarter hour for each additional half hour subsequently worked. The net result of this is that overtime hours are vastly more costly than basic hours, especially at weekends. It works like this: Monday to Friday the first 7 hours 48 minutes each day are at basic rate, any additional hours are time-and-a-half. On Saturdays and Sundays the first 7 hours 48 minutes are at time-and-a-half and any additional hours are at double time. In both cases ovo-rate and spreadover are included in the calculations, then shift pay added. However, the complications are only just beginning.

Since the Agreement is for a five day week, the other two days are classed as Rest Days. If a driver works on a scheduled Rest Day he is payed at time-and-a-half throughout if a weekday, double time throughout if a weekend. Therefore, a shift of 10 hours will be eligible for four different gross payments, depending on the day. At current rates this would range from £28.29 for an ordinary Monday-Friday to £49.01 for a Saturday/Sunday Rest Day. Quite obviously this makes the provision of services at certain times of the day, and week, prohibitively expensive and begins to explain the incredibly high operating costs claimed by NBC and Municipal operators.

The bus industry has been dependent upon staff being prepared to work overtime, and yet the travelling public expect all day services, seven days a week. In a service industry, why should a Saturday or Sunday be any different to any other day? Both sides are to blame for the current structure, and there are good historic reasons for it, but there is an obvious need for a re-think. The problem is that the basic 39-hour week, grossing £100.00, does not produce a wage that could be called generous by any standards. Therefore, cutting overtime is not, in itself, the answer. We should, as I keep saying, be improving the quality of our operations. We require driving staff to be professional in their attitude and to observe the highest standards; we should be prepared to pay them accordingly.

The current NCOI negotiations are centred around a 35-hour basic week. In order to survive the coming traumas both sides must be prepared to sacrifice a few sacred cows. Employers should be prepared to pay a substantially increased basic rate. The Union should be prepared to accept a substantially reduced overtime rate. Both rates should be applicable regardless of day of week. I am not at all sure that I understand the logic behind expecting extra, optional, hours to be paid at a higher rate anyway. What is wrong with a flat rate hourly payment, with a minimum guarantee of 35 hours? The great advantage to the employer is that labour costs for each service/route are more easily and accurately calculable and the advantage to the employee is that it is not necessary to work ridiculously long hours to gain a decent living wage.

If a restructuring of the current wages agreement is not forthcoming I am very much afraid that the result will be industrial action of the type which is currently in vogue in certain quarters, as established operators try to reduce operating costs in order to squash the competition they expect from sources with lower labour costs. Deregulation could easily be seen by some as yet another attempt by a facist government to smash the working classes just as there are those who could well see it as a heaven sent opportunity to disrupt and destroy the infrastructure of our society.

Only time will tell how far-fetched that idea is, but two years ago who would have seriously believed anyone who suggested that we would shortly see the restriction of freedom of movement by the police in this country? It is about time we stopped being so collectively stupid and remembered the British art of compromise and adaptability. Whatever the outcome, my friend Len will not be very interested. His one full-time driver is quite happy on his flat hourly rate, and his two part-timers fill their cars up for free every so often. I have a suspicion that not much is going to change at all in G. Sorry, nearly gave the game away!

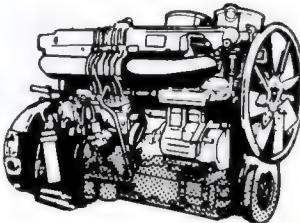
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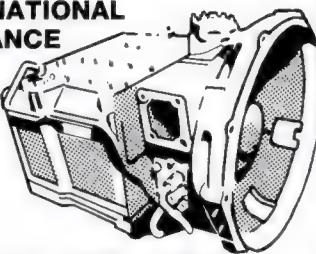
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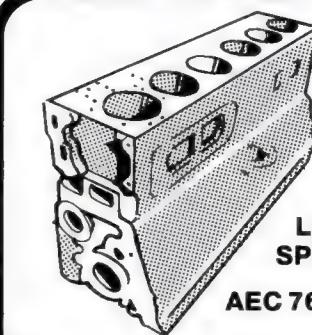
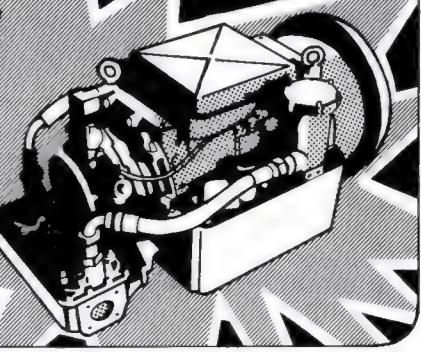


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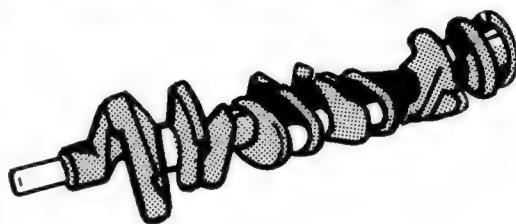


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Title: The Leyland Bus MkII

Author: Doug Jack

Published by: The Transport Publishing Company, Glossop, Derbyshire

Format: Upright A4, hardback, 536 pages with over 1,000 photographs

Price: £25.00.

Reviewing this book proved difficult because in order to review it one has to stop reading it! Leyland's contribution to the British bus scene, has, throughout the century, been immense. In this book the development of Leyland products has been fully chronicled in a work which gives an insight into the changing needs of bus operators, not only in Britain but worldwide.

Leyland drew extensively from wildlife and ancient mythology for their product names and regularly repeated titles once a suitable period of time had elapsed. In this profusely illustrated book can be found the full history of the famous Lion, Tiger, Titan, Leopard and Atlantean ranges plus all the details of the almost forgotten Panda, Gnu, Leveret and Leviathan types and the even earlier X, M, ST, U and many other pioneer designs. Leyland were not only known for their buses and where it is relevant to the story of the development of their bus models mention is made of lorries, tanks, railcars and of course the Leyland Straight Eight car, designed by J. G. Parry Thomas.

Since the first edition of this book the early chapters have been extended and many new photographs included. I thought the quality and selection of the pictures was excellent, and was particularly impressed that shots have been found of so many fine early vehicles. I particularly liked one of a C5 Charabanc for Lee and Beulah of Elloughton, East Yorkshire, but feel confident that there is something for everyone. J. Fishwick and Sons operate from premises adjacent to the Leyland factory and have always been avid Leyland users. It was interesting to contrast the first Leyland ever delivered to them with its spoked front wheels with the modern National and Titan buses.

BOOK REVIEW

Within the text there is plenty of very readable information about specifications, the reasons behind the introduction of particular models, who ordered what, how many and when, experiments and how successful they were, bodywork and who built it and many interesting tales of the exploits of the vehicles concerned. It is divided into 19 coherent chapters which capture the spirit of the era referred to as well as giving all the necessary details.

The importance to Leyland of export markets through most of its history has quite rightly been emphasised. New Zealand, South Africa, Jamaica, Argentina, Norway, Hong Kong and Poland are but a few of the many countries who found that Leyland buses fulfilled their needs and helped to give the Lancashire company such a good name for reliability and durability. Leyland have had to change dramatically over the last two decades and there have been both successes and failures. Signs have been good over the past few months; Leyland exhibiting at the Amsterdam Show, worthwhile new products and noticeable improvements to existing models at the NEC, which suggests to me that perhaps Leyland staff have been reading this book and realising that there have been difficult times before but Leyland have always managed to come up with winning products. If the British bus industry interests you, there is room on your bookshelves for "The Leyland Bus".

Title: The Little Red Book 1984/85

Author: John Parke

Published By: Ian Allan Ltd., Shepperton.

Format: Upright A3 hardback, 256 pages with some photographs.

Price: £11.95

The latest edition of the Little Red Book has a bright new cover and utilises considerably more attractive typefaces throughout. Aesthetically it is a considerable improvement over previous volumes but sadly the chance does not

**THE
LITTLE RED
BOOK
1984/85**

appear to have been taken to radically update the material contained within. The index still lists Voloverland, Ber Line Coaches, International Coach Lines and quite a number of other defunct companies although, thankfully, the three mentioned have been deleted from the main body. As one who does use the book what annoys me is the absence of so many companies that have been established for years and the incorrect data given about many of those that are detailed though the latter must largely be due to the failure of many operators to return Ian Allan's questionnaire. After 25 years of successful operation one might have thought that Hortons of Ripley would warrant inclusion. I wonder if F. J. Norman of Mansfield is really still running vehicles with Crossley chassis or Trans United bodies.

With under 3,000 names listed in the index, the Little Red Book is missing thousands of operators. The "Buses" White Paper estimates that there are 5,500 operators in this country. The European section, which appears predominantly concerned with large public bus companies, is less than comprehensive. As I do not use this section regularly I cannot comment on its usefulness to those that do, but I note that of 148 French entries only 41 are claimed to be up to date at 31.3.84 and of a mere 14 Spanish entries only 2 are accurate to the same degree.

The idea of the publication is a fine one, a directory of all bus and coach operations giving up-to-date addresses, telephone numbers and staff would be of great assistance to manufacturers, operators, the travel trade, hoteliers and, no doubt, others. Though it is probably the most easily used publication of its type available, it could be improved dramatically and my reaction to it will remain luke warm until it is.

Stuart Jones

Nottingham Report Review

City Council Reveal Concerns Over White Paper

In an article published in Coachmart 303, 19 October 1984, entitled "Responsible Use of Public Money?", I outlined the action being taken in Nottingham to oppose the Government's "Buses" White Paper proposals, and revealed details of an advertising campaign which portrayed the independent firm as a "pirate" operator. I also made reference to the fact that a report has been produced by the Council's Chief Executive, in consultation with City of Nottingham Transport's General Manager, Mr. D. Deakin, which looks at the importance which the White Paper proposals may have for Nottingham. At that time I was told that a copy of the report would not be made available to me, but I am pleased to be able to report that this decision has now been reversed and a copy of both this and City of Nottingham Transport's 1983/84 financial accounts have been received.

The report is a constructive and very interesting summary of the main proposals contained in the White Paper together with Nottingham's fears and expectations. Quite fairly, the report says that *"Whilst it is clear that many (of the proposals) must necessarily have a serious impact on the service as passengers know it now, there is no wish to overstate this impact, rather to indicate what could happen."*

The report states that deregulation is the most far-reaching proposal contained in the White Paper, though appreciating that this is merely a continuation of the policy of relaxation which started four years ago with the 1980 Transport Act. Yeovil's Whitehaven services and their eventual enforced withdrawal is reviewed, together with one significant post-1980 bus service application in the Nottingham area, which was made

initially in 1981 by Erewash Travel. *"A great deal of time and expense was incurred opposing the application which resulted for a short time in the route being overbussed at lower than normal fares, as the existing operators joined forces to maintain the balance of the network. The situation was ultimately resolved when the Traffic Commissioners instructed the County Council to co-ordinate the services and to clear up the situation, setting a deadline of April 1983, but not without considerable cost to the Transport Undertaking in maintaining an anomalous fare scale for the period."*

The attitudes implied in this passage concern me greatly. Ensuring a route is overbussed at lower than normal fares can do nothing to "maintain the balance of the network," whatever that means. What it suggests to me is that the existing operators joined forces to protect their own position, and to keep the newcomer out. The fact is that the acceptance of a newcomer and agreements regarding service provision at an early stage would have avoided much of the expenditure about which the report complains. Eventually, the Traffic Commissioners had to instruct the County Council to do what the operators would not do of their own accord — to come to a sensible operating agreement. An official of Trent, one of the "existing operators," is quoted in a Coachmart report of the time as saying that the company was "opposed to any involvement with Erewash, as they were not a network operator."

Such attitudes make it clear that the network operators involved in this case — including one independent, Barton Transport — are convinced that it is necessary to stamp out competition in order to safeguard their own position.

And the fact that this belief has widespread support amongst major network operators from all sectors is sure to have been one of the determining factors in the Government's decision to introduce such radical legislative changes as are now proposed.

The Nottingham report expresses concern at an expected increase in the number of bus operators, "... all intent on running their services at least cost and maximum profit." All sectors support the call for proper enforcement, but there really is no evidence to suggest that independent operators will be concerned purely with profit. If that was the case most would have left our industry long ago, as return on investment in the independent sector of the PSV business is often totally unsatisfactory when looked at in pure economic terms, and there are few proprietors of small and medium-sized independents who achieve the level of remuneration enjoyed by those in senior management in the public sector.

There is a need for greater honesty on both sides. The independent must admit to the fact that public sector operators have a great deal of expertise in many areas, and that in order to be successful the private firm must run bus services to as high a standard as the very best of the major concerns. This means considerable investment in training platform, supervisory and management personnel, together with the provision of sensible rolling stock and infrastructure. Badly organised services will not be able to retain passengers' custom.

The public sector must, for their part, stop painting a picture of the independent bus operator as an irresponsible "pirate" with the only objective of making a quick profit, before moving on. It is simply not true. They should accept the inevitability of the Government's proposals becoming law, though arguing for those detail changes which will help the industry as a whole. They may find that this approach would result in support for some of their proposals from the independent sector, and a united front could be a powerful enough force to persuade the Government to consider some changes which would benefit everyone.

Imagination is needed to overcome some of the problems which are undoubtedly going to exist in the early stages. The Nottingham report suggests the inevitable loss of a comprehensive timetable for the area, and at first it does seem impossible to produce a timetable of all services without a substantial charge to each operator, with the inevitable refusal of some to participate, or a substantial charge for the publication itself. But this need not be so. All operators of bus services will be required to register their services with either the County/Regional Council or the Licensing Authority, depending on which method is eventually embodied in the legislation. As this information is of positive value to a high proportion of the

community, any timetable would be used regularly by all those who do not own cars — including most teenagers and many housewives, two big-spending sectors of our community.

The answer is surely obvious. The authority responsible for bus service registration should have a right — or even an obligation — to franchise the advertising rights for a comprehensive timetable which would be published annually, with perhaps a further obligation to produce quarterly updates as part of the contract. By arranging services in a logical geographical sequence, the publication could have immense advertising value, as local shops would be able to have their advertisement next to the services which are operated in their own area. The publication could then be distributed free of charge to every home, providing a level of information considerably in excess of what is currently available in some areas.

The report is concerned with the possible disappearance of what it terms central services — two-way radio control of buses, staff to control vehicles on the street and at central termini, a central lost property office, common ticketing arrangements — and *"a lesser emphasis on such socially desirable but uncommercial aspects of vehicle design as facilities for the disabled and blind."*

These are all important issues, but it is essential to be positive in approach and not to assume that such services will vanish, though it is to be expected that the form in which they remain will be different to what has gone before. There is, in my view, no good reason why radio control should be centralised. Operators with, say, twenty vehicles on the road with one controller at any one time could prove extremely efficient at keeping vehicles on schedule, and thus help to encourage bus travel. Independents will use two-way radio to control bus services, as they already do in coaching. I would expect to see a substantial increase in the amount of two-way radio equipment sold, and it is to be hoped that this would interest more suppliers in the PSV market and so bring down the cost of such systems!

The provision of staff to control vehicles on the street and at central termini is absolutely necessary on intensive urban services, and those operators who try to provide bus services without adequate control will fail, for two reasons. The most obvious is that of service unreliability, and several large public sector operators here, in the past, suffered from much greater than average passenger decline simply because buses could not be relied upon to appear on time, or at all in some cases. The other reason for providing supervisory staff on the road is that of financial control — checks must be carried out to discourage staff dishonesty and fare avoidance by passengers. Most independents are well aware of what must be done, for their own good as well as that of their customers.

I do not see the question of lost property as relevant. It matters little whether there are a hundred small operators providing a lost property service or one large one, and I know of no evidence to suggest that any one group of are less efficient in dealing with lost property than the others.

I would be the first to agree that joint marketing and ticketing agreements between two or more operators have had a beneficial effect on passenger loadings in many cases, which has in turn benefitted the operating company. Because such systems are mutually beneficial, it seems to me premature to assume their disappearance simply because of deregulation, though changes will undoubtedly take place. The very fact that such agreements do have a positive impact suggests that other ways of increasing bus patronage may be equally or more successful. Simple fares reduction is an obvious marketing tool, but more luxurious vehicles, on-board conductors (remember them?), or even discount vouchers, "instant prize" cards or give-aways could all play a part in bringing passengers back to buses. Let us not pretend that common ticketing is any more than one of many methods to sell bus travel.

The provision of public transport facilities for the blind, disabled and infirm is a real problem in a deregulated market, but I feel that the difficulties are disguised rather than solved in a market where there is strict quantity control.

First of all, it is necessary to decide whether the disabled should travel on services designed purely for their needs or whether "mainstream" services should be made suitable for their use. It is my belief that the former solution is the only practical one for the seriously disabled, and that specialist services should be planned and put out to tender in the normal way. This has already occurred in some areas; Ringwood Coaches operate a small network of such routes in the Chesterfield area which seems to work well for both the operator and passengers.

Experiments have taken place in making buses in ordinary service suitable for the carriage of wheelchair passengers, but the practical problems of providing services in this way seem overwhelming. Strathclyde PTE put an Ailsa double-deck bus into service last year, which was cleverly, but expensively, adapted to carry either wheelchair or ordinary passengers. The trouble is that unless a large number of buses are built in the same way, it is impossible to provide any level of comprehensive service — and the cost of bulk modification is likely to be much more expensive than providing specialist services using a competitive tender system. There is another problem with the carriage of the disabled or ordinary services, which is related to service reliability. It takes several minutes for wheelchair passengers to board or alight from any bus, which makes accurate scheduling very difficult

and could lead to passenger resistance.

The infirm and elderly are often regular bus users, and it is important to consider them when planning to operate a bus service. However, I have felt for a long time now that there has been too great a pre-occupation with design details such as low floors, "kneeling" suspension, wide entrances and the like with little thought to the cost of such work or the balancing disbenefits of producing vehicles to any particular design.

Every bus is a compromise, and the real question is where compromises should be made. A bus with maximum passenger appeal is not a lot of good if it is phenomenally expensive, totally unreliable or both. An extremely reliable bus which costs too much to build and is particularly uncomfortable will soon alienate prospective regular customers, whilst a cheap bus is likely to be under-engineered — and thus be expensive to run and short-lived — and lacking in passenger appeal.

Just as there is no point in buying buses with low floors and kneeling suspension which break down before getting out of the yard in the morning, it is equally futile to try and provide a service which the elderly and infirm will use unless platform staff adopt the right attitude to their passengers. I would suggest that there is a psychological barrier which prevents more elderly and infirm passengers from using bus services than vehicle design in itself. Design features to assist them may be of marginal benefit but a driver who actually helps passengers who need assistance on and off the bus, and waits until they are seated before moving off, will do more to help sell the service than almost anything else can.

Concessionary fares are examined in some depth in the Nottingham report, and are particularly significant there as the City Transport Undertaking was paid over £2.7 million in 1983/84 in respect of an admittedly generous concessionary fares scheme. £2.2 million of this was paid by Nottingham City Council, with the rest coming from Gedling Burgh Council and Nottinghamshire County Council. The Nottingham City Council payment is calculated on the basis of all pass holders (49,748 in 1983) making four journeys per week (208 per year) at Nottingham's average fare of 26.85 pence per journey, with one sixth of the total sum deducted to allow for generated travel.

Nottingham's pensioner pass holders are allowed to travel free of charge during off-peak times, and the report foresees difficulties in this after deregulation. *"Different operators would claim different numbers of fares, different passenger mileages and different average fares. The City would no doubt like to negotiate "across the board" with all operators on some formula basis but might have to accept that it could not secure universal agreement. It might then have to negotiate individually. The*

City's annual commitment from the rate fund is currently at . . . £2.385 million: there is no certainty that it would remain at this level if all reimbursement for concessions had to be negotiated."

I foresee few practical problems here, though I do agree with Nottingham that tokens are a cumbersome and administratively expensive way of providing reimbursement for concessionary fares. It is up to Nottingham City Council to decide what form of concessionary fare scheme they adopt, and provided that the scheme is open to all operators then it is up to the individual operator to decide whether or not they wish to participate. I do not think that the regulations will allow the local authority to negotiate the basis on which reimbursement is paid with individual operators, as the results of these negotiations could result in one operator being treated more favourably than another. In practical terms, I would expect most operators to be happy to participate in any off-peak concessionary fares scheme, whether passes or tokens were used. However schemes which offered concessionary fares during peak times may prove to be less acceptable, as the cost of actually providing additional seats at peak-time is likely to be considerable.

The Nottingham report seems doubtful as to whether the City's central services would be used once the Transport Department became a separate limited company. "It remains to be seen to what

extent a separate company would continue to avail itself of these services, particularly a company which may well be intent on trimming its overheads in the face of competition from other operators."

The report concludes that the Government does not recognise the importance of a high quality bus service in a City like Nottingham, though it acknowledges "the undoubted problems facing public transport in rural areas." It goes on to state that "In many such areas, the high cost of NBC operations supported by the protection of the Road Service Licence system and, to some extent, the system of revenue support, have indeed led to reducing services and higher fares. It has also proved difficult for private operators to break into the market and provide services at lower cost to the passenger. But in the trial areas of Norfolk, Devon and Hereford, as in the vast majority of Shire Counties, service levels are a fraction of those in a big City, and revenue from fares a much smaller proportion of costs on many routes. In these circumstances, many of the proposals from the White Paper may well be appropriate." The report also identifies the level of revenue support in the GLC and Metropolitan Counties as one of the reasons for the Government's proposals, but suggests that such problems do not exist in Nottingham. Perhaps NBC would like to comment on the "high cost of NBC operations" suggested in the Nottingham report! I

suspect that they may not entirely concur with the report's opinions.

Specifically, the report rejects deregulation and the proposals which will make City of Nottingham Transport a self-financing limited company, and "deep concern" is expressed about the White Paper in general.

Time will tell whether City of Nottingham Transport can compete effectively, but there are some strange inconsistencies in their report. It seems to accept that independent operators could achieve considerable savings in rural NBC-served areas but does not take into account the positive effect of similar cost savings by independents operating urban services in Nottingham, which could result in reduced fares, increased service frequencies and turn loss-making services into profitable routes. Though an increase in revenue support in Nottingham could be required, it could be argued that the benefits in terms of reduced fares and increased frequencies in those areas where bus services were used heavily should result in a compensating financial benefit to those less well off.

By way of contrast, next week I will report on the response to the White Paper and consultation documents produced by the North Nottinghamshire Independent Coach Operators' association, which is just as constructive as the Nottingham City paper but rather different in content.

Houston Ramm

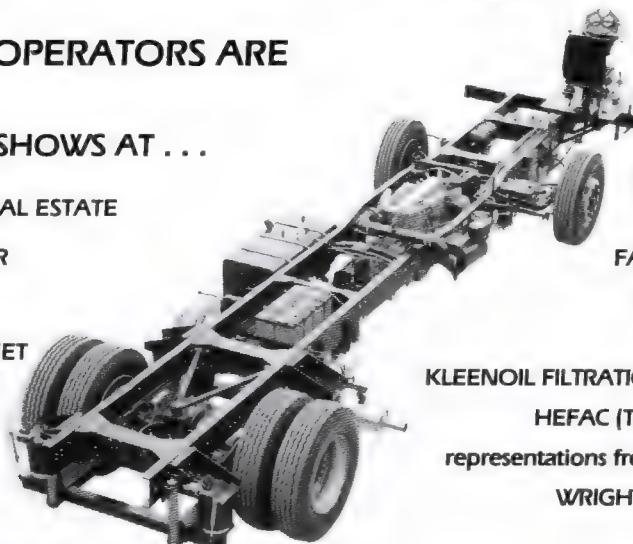


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Carlyle Works have designed the minibus to suit varying roles. This one will operate on a city service in Exeter.



Carlyle works, the engineering division of NBC subsidiary Midland Red, has entered the minibus market with its own 16 seat conversion. Available to bus or coach specification, examples have already been put into service by other NBC subsidiaries and the design is also offered to the independent sector of the psv industry. A 20 seat version will be manufactured in the future according to Carlyle works management.

The Carlyle conversion was launched in Birmingham recently when examples of the 16 seater version were on display. Although the majority of those who attended were from NBC subsidiaries, there were several independent operators who went along to inspect the vehicles.

The conversion is based on the Ford Transit 160D or 190D long wheel base parcel van, a popular base for psv conversions. From this Carlyle works have produced a presentable and useful bus or coach designed to meet operating needs highlighted by their own experience in running smaller vehicles in the past. The basic shape of the parcel van is retained, but Carlyle have given the front a smart appearance by incorporating a slightly protruding section above the windscreen which incorporates a generously proportioned destination or name window. The back is flat with a central emergency door in line with the aisle. Power operated jack-knife doors are fitted at the front nearside of the body in place of the original hinged or sliding door. Two rubber gasket sealed windows are fitted each side of the saloon, and the rear has windows either side of the emergency door. When the 20 seater is produced it will have the body extended behind the rear axle to accommodate the extra row of seats, and an additional small window incorporated at each side. The use of simple technology and standard parts should keep the cost of the 20-seater down, and should mean that the larger capacity vehicle will have a lower purchase cost per seat than the smaller bus. The offside driver's door can be retained on the conversion, or removed completely and the side skinned up to the front pillar. A sliding driver's

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All conversions are fitted with power operated jackknife doors. Diesel engines, overdrive and tachographs can be specified.

window is included when this is specified. One of the minicoaches on display had been modified in this way and I felt that it added greatly to the vehicle's appearance.

The interiors of the show vehicles were comfortably trimmed in soft materials and there appeared to be adequate leg room regardless of whether high backed or bus seats were fitted. Trim colours had been kept pleasant without being gaudy. A low step height is maintained for passengers entering or leaving the vehicles, and inside the vehicles another low step takes passengers to the flat floor and aisle. The driver's area is

comfortable, separated from the passenger compartment by a panel behind the seat directly opposite the nearside decency screen. An additional partition between the cab and entrance floor can be incorporated and holds ticket equipment if required.

The main body structure of the Dormobile-built parcel van base used by Carlyle conversions is available in either steel or aluminium alloy, which, although strong, does unfortunately leave rivet heads proud of the exterior walls. Panelling is good and the launch exhibits showed little sign of rippling or other distortion. A three part anti-corrosion protection programme is used comprising a first coat of Mebon Coachguard followed by an aluminium spray, then finally a Waxoyl treatment. Exterior paint is two pack acrylic to customer's colour specifications and livery.

The sixteen seater on the Transit 190D base is a little heavier than the 160, but if the aluminium alloy body is used on the bus model, five standees can be catered for. The cost of the lighter body is just £100 more than that of the steel fabricated model. Prices range from £17,235 for the 16 seat 160D coach to £17,641 for the 190D bus. Bus versions are marginally more costly than their equivalent coach counterpart. All are diesel engined but the overdrive gearbox is an optional extra as are a tachograph, parcel racks, coach seats, and the driver's

door conversion. Other equipment can be included or deleted to customer requirements.

The 20 seater has not yet been produced but the prices are estimated to be £18,300 and £18,500 for coach and bus respectively. The option prices, except seats when two extra doubles will be required, should remain the same.

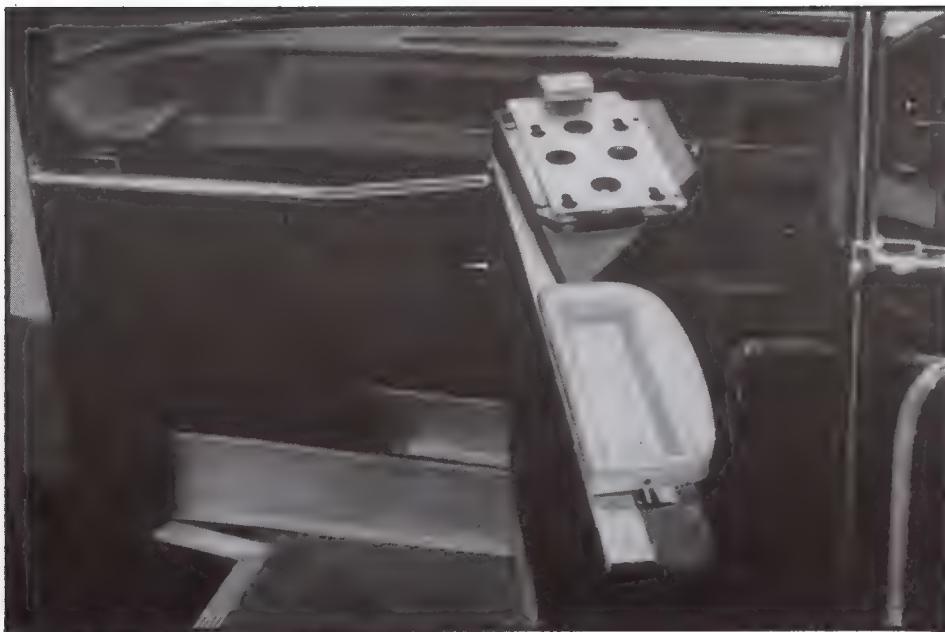
The base vehicle is powered by a 2.5 litre direct injection diesel engine producing 68 bhp, with torque of 145 Nm developed at 2,700 rpm. The Ford service interval is 10,000 km. The vehicle has a length of 5.215 metres, 3.00 metres wheel base, is 2.64 metres high (unladen) and 2.08 metres wide. Interior height is 1.83 metres (6 ft) with a step height of between 340 and 390 mm. Interior floor height is 750 mm.



Right: Above the screen Carlyle have incorporated a destination window. The roof height allows passengers to stand upright inside the vehicle.

Left: I thought this model with the van sliding door removed and a driver's window fitted looked better than those with the door left in place.





Above: A partition holding ticket equipment, mounted alongside the driver, can be specified. Simple upright aluminium sections turn the nearside footwell into a small baggage stowage area.

Below: Midland Red's need for midibuses in the mid-1970s led to Ford Plaxton Derwents being shortened at Carlyle Works.



Carlyle works have a history of bus building and conversion, some of their past achievements making their mark in British psv building history. In addition to building BMMO-designed vehicles for many years there have been more recent innovations such as in the late 1970's when Ford/Plaxton Derwent buses were shortened to fit an operational need. The Ford chassis was shortened by a length equivalent to that of one of the prop shafts, the remaining propshaft then simply disconnected from the chassis centre bearing and mated up to the differential. An equivalent section of bodywork was also removed. A further

reduction in the vehicle's overall length was by reducing the rear overhang. Although proving excellent in service, and with excellent power to weight ratio, the Ford Derwent conversions are no longer in service and the need for a small bus/coach unit is expected to be filled by the new models.

A brief tour of Carlyle works showed that they have a full engineering capability, not only to build or convert vehicles, but to actually manufacture parts. A full mechanical workshop facility takes care of major component rebuild and reconditioning, whilst other sections can deal with radiators, fuel injection equipment, electrics, even upholstery. A further part of the works handles the screen printing of vinyl stickers and strips for livery, decoration or notices. Altogether the works are capable of handling virtually anything and their services are available to other operators in both public and private sectors of the industry.

Details of the minibus or other services can be obtained from Carlyle Works, Midland House, 1 Vernon Road, Edgebaston, Birmingham B16 9SJ. Telephone 021 454 4808.

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YEATES SALISBURY THE OASIS IN THE WILDERNESS

Situated on the outskirts of Salisbury, on the old A36 trunk road to Southampton, is the village of Whaddon. This peaceful and picturesque village now has very little traffic, as a new by-pass has been built. So to find a depot of W. S. Yeates, in this spot was quite a surprise. Handily placed between the M3, M4 and M5 only eight miles from the main A303 to the South West, it is the only depot of a major dealer this far South.

The site is a converted petrol station complete with showrooms and car storage area. Prior to Yeates opening the depot in 1977 it had been a derelict showroom. My host Mr. David Waterman told me that much of the forecourt was a sandpit which had to be filled in and tarmacadamed. The old showroom had the glass frontage replaced with sliding doors for easier access to the stores department it now houses. Behind this is the glass store which used to house a generator. The site complete with buildings, yard for storing around forty vehicles and the newer 3,000 square foot workshop, is approximately two acres.

Mr. David Waterman, the present Manager, took over from his father, Ernie, who retired in January of this year. Ernie now acts as a Consultant and gets many phone calls from people seeking the benefits of fifty-six years knowledge of the industry.

David started out working a commercial apprenticeship with a Leyland dealer at Farnham and then moved to E. J. Bakers, upon completion, to work with his father for three years. They both left when Yeates opened their depot at Whaddon, Ernie taking the responsibility for the management and David taking a Sales Representatives job. The son has



Interior of the new workshop showing one of the 40 foot pits.

obviously benefitted from his father's experience but has different ideas on what to do in the future.

Being part of the W. S. Yeates organisation the Salisbury depot sell Bedford, DAF, Mercedes Benz, Leyland and Volvo plus Duple, Plaxton and LAG, and, of course keep spare parts and windscreens. Nobody repair work is done here, as this is undertaken at Loughborough. If an operator has a damaged vehicle, it is first made roadworthy at Salisbury, then it is whisked up to Loughborough where, subject to availability of parts and the extent of the damage, the vehicle is usually returned within two or three weeks. Indeed, while I was there a Dominant II of Levers was awaiting collection on the first stage of its journey on the road to recovery. A trailer had made quite a convincing argument for its use as a can opener, on the offside, between the front and the rear wheel arches.

The workshop has two, forty foot inspection pits and is used for chassis and engine repair work as well as making bodies roadworthy. It is equipped with hoses which are attached to exhausts to extract the smoke and fumes. Again only small repairs are carried out, major work being undertaken at Loughborough.

Signwriting is done on either new or resprayed used vehicles, should this be required. One vehicle was finished and another about to be started during my visit, the latter being a Yeates special offer Leyland/Duple Laser, due for delivery to Barnes of Aldbourne near Marlborough.

The storage yard for new and used vehicles can accommodate some forty machines, but thanks to good work by the two Salisbury-based Sales Representatives there were only 23 on the day of my visit. Of these, there were two ex-Shearings, Salopia Ford Plaxton Supremes and three Excelsior of Bournemouth Ford Plaxton Supremes, always good sellers I'm told. A "V" registered Unicar was looking rather forlorn amongst the English bodies of former Shaws, Tillingbourne and Turners vehicles. Even an old Viceroy which was in good condition despite its "E" registration.

As for new vehicles, there were three only. A fourth, a DAF powered LAG Galaxy, had been sent back to Loughborough, as they had sold it only the day after it arrived at the Salisbury depot. Such is the increasing popularity of the marque.

Accounts, body repairs, painting,



Exterior view of the new workshop, showing the five running lines.



A shot of the front of the dealers showing the forecourt, two Yeates' Special pack Plaxtons, the stores, delivery vans, office and in the background the coach park.



Mr. David Waterman General Manager of Yeates, Salisbury.

respraying, the buying of new vehicles and the purchase of body and chassis parts all centralised at Loughborough. Having worked for a large organisation previously, where the headquarters was away from my depot, I can see the merits of a centralised headquarters and this appears to work well within the Yeates Group. If a new vehicle is bought, the order goes direct to Loughborough, they then confirm it, an invoice is sent direct to the customer and he pays Salisbury.

Operators, large and small deal with Yeates. Some of the bigger ones, including Excelsior of Bournemouth, Eassons of Southampton, Safeguard of Guildford and Tillingbourne Bus Company represent both sides of the industry as between them they operate both buses and coaches. Marchwood Motorways of Southampton took delivery of the first LAG Galaxy sold by Yeates at Salisbury and have obviously been impressed with both the machine and the back-up service, as they are now the proud owners of four LAG Galaxys and one LAG Panoramic.

In the seven years since Salisbury opened, the depot has weathered the storm of recession, tightening budgets, consolidation and profit cutting by other dealers. Yeates have stuck to their guns, stayed put and are poised to reap the rewards, and under David Waterman's guidance, have new ideas ready for airing.

Apart from the sales of new and used vehicles and the workshop, another *raison-d'être* is the supply of spare parts, window glasses, windscreens and other essential items for all Duple and Plaxton bodies plus a lesser amount of LAG stock. As the LAG becomes more popular, as it undoubtedly will, more stock will be kept accordingly, although it is doubtful whether Mercedes Benz parts will ever be stocked on anything other than a limited scale. Mike Coombes, the Parts Manager, and his Assistant Andrew Gibbons work very closely with David Waterman and also Malcolm Stevenson at Loughborough. Mike told me that they have experienced an upturn in the need for spare parts, this coming mainly from NBC companies. Hants and Dorset's central repair depot at Barton Park, Eastleigh is one such customer, requiring body and window parts, sometimes at short notice. A Leyland Olympian of Hants and Dorset turned up in the forecourt of the Salisbury depot, having been diverted there for a replacement top slider unit. This, the staff tell me, they were able to supply from stock, the driver signed the docket and off he went for a fitting! Sometimes Hants and Dorset require more than Yeates can supply from stock, but with Yeates, "whatever you want we will supply" attitude this is seldom a problem.

Another NBC company, Southern Vectis, have only very recently become Yeates customers. This was through the failing of their normal Bedford parts suppliers, Canning & Day, who had branches on the island, but went into liquidation in September. Within the first week of dealing with the company a windscreen

for a Duple Dominant II was required urgently. Being less than thirty miles away from the ferry at Lymington, Mike delivered the windscreen to the Vectis driver, who had parked his vehicle at Yarmouth and crossed as a foot passenger. He then had to stand up on deck, all the way back, holding the screen upright and making sure no-one damaged it! Yet another example of a dealer helping when people are really stuck. It is a good job that they rarely get rough weather in the Solent!

A functional idea is the stocking of coconut matting in rolls. This enables awkward sized entrance areas, like the old Viceroy or a Plaxton Paramount 3200 Express, to be covered without the cost of ordering to size. Nearly 1900 stock lines of the fast moving variety are kept and are topped up weekly. An example of fast turnover lines are windscreen wipers, blades and arms, Yeates' boast is to be able to supply any of these items for any vehicle, plus refills.

A van delivery service collects parts from both Plaxton's depot at Ware and Duple's depot at Hendon, North London on a weekly basis, one trip per depot being needed. This started out as a fortnightly trip to both, then became a weekly visit to both and is now a weekly visit to each, such is the demand. To be able to collect windscreens and side screens the rear of a Luton bodied Ford Transit has been adapted to give the best protection possible, whilst still being able to accommodate spare parts for bodies.

Salisbury staff have an aim, with regard to spare parts and especially glass. That aim is to create an oasis in the wilderness, between Duple and Plaxton and the South and West, for coach and bus operators. Major dealers in the South are few. Not far away are the ports of Southampton and Portsmouth, several seaside resorts and the West Country and South East are within easy reach too. There are also those companies from the North and Midlands who operate tours and excursions to the South. If a breakdown occurs or a screen is damaged they can contact Yeates who have staff on call, day and night, 365 days a year. To cite one example, an operator had a screen cracked at Bristol, on his way to catch a ferry at Plymouth. The driver phoned his depot who then managed to contact Yeates. The screen



The stores counter showing part of the whole-range of items always in stock. Mr. Mike Coombs Stores Manager on the right and Andrew Gibbons a Stores Assistant on the left.

was in stock, the driver diverted to Salisbury and as he rolled to a stop the windscreen was taken out and a new one fitted. Within a very short space of time the coach, with happy passengers, was on its way to the ferry, which it caught. At the Salisbury end, once the phone call was received the team went into action. The local screen fitters were contacted, they are also on a 24 hour call out, and arranged to meet the coach at the depot to save time. Yeates are the only dealer in the South on 24 hour call, 365 days of the year for windscreen replacements and spare parts, such is their desire to create more business.

Around £15,000 worth of windscreens, side screens, rear windows, rear name glasses, destination glasses, entrance doors, emergency door glasses and mirror glasses are kept in stock. With a weekly delivery guaranteed, plus vehicles out on demonstration or returning from Loughborough, vehicles can be diverted to visit many operators, saving them both time and money. Mirror glass and small items will be posted, or Red Star, Securicor or a specialist parcel delivery company used, to deliver to customers. If it is possible to deliver, it will be delivered.

Screen stocks include laminated windscreens for all popular Duple and Plaxton bodies plus side screens for the Plaxton Elite, Supreme and Paramount ranges and the full Duple Dominant range including heated screens for the



Part of the glass store showing the special protected cages for glass storage.

Dominant II. LAG side screens and windscreens are fitted at Loughborough, but it is anticipated that as the model becomes even more popular, Salisbury will also add these to their stock. However, toughened screens for the LAG Panoramic are kept along with all the Willowbrook range, bar the Spacecar. Plaxton's are fazing out toughened glass and concentrating on laminates, and Duple have recalled all theirs. Mike assured me that he has every confidence that he will continue to be able to supply

whatever the customer should require, be it Viceroy, Vista, Bella Vista or even a Bella Ventura, when stocks are finally gone.

For the future Salisbury may well concentrate more on supplying body parts and windscreens as well as extending their delivery service. They are already well on the way to creating their Oasis in the Wilderness.

Brian Poole

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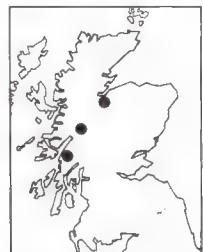
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APPOINTMENTS and STAFF NEWS

Southern Vectis Traffic Manager To Retire

Mr. Don Howe, Traffic Manager for Southern Vectis since November 1965, is to take early retirement on 31st December 1984 after more than 32 years in the industry.

Mr. Howe began his bus career with Bristol Tramways in 1952 and after appointments in Bristol and Swindon he was appointed to Southern Vectis in his present role in 1965.

In 1977 he received the Queen's Jubilee Medal for his services to public transport. He is a member of the Chartered Institute of Transport and of the British Institute of Management.

Sales and Service Manager Appointed to Carlyle Works

Mr. Chris Jones has been appointed Sales and Service Manager for Carlyle Works at Edgbaston, Birmingham, from 15th October 1984. He replaces Roger Harman who has previously undertaken this role as Customer Liaison Officer and is now becoming Administration Officer.

Mr. Jones, who is 40, joins the company from Hanger Trucks Limited and has previously worked for Leyland Truck and Bus Division, AEC and Seddon Atkinson. He is a member of the Institute of the Motor Industry and an associate member of the Institute of Road Transport Engineers.



Three New Appointments At Scottish Highland Hotels

Three new sales executives have been appointed by Scottish Highland Hotels. The privately owned group operates a dozen hotels in Scotland and North Yorkshire.

Caite McGill, formerly with Christian Dior, is based at the Marine Hotel, Troon; Helen Boyle, previously overseas Marketing Assistant with the Scottish Tourist Board, is based at the Buchanan Arms Hotel, Drymen; and Maureen Lauder has been promoted within the Old Waverley Hotel, Edinburgh.

New Appointment At Hadfields

Terry Cadman has been appointed Technical Co-ordinator of the Vehicle Finishes Division of Hadfields Industrial

tread profile on the road at all times to give even wear across the pattern, particularly on front wheel fitment. A wide kerbing rib is incorporated into both walls to reduce the risk of tyre damage through kerbing.

To satisfy the growing demand for dual purpose bus tyres the SP has a "K" speed rating, allowing it to be operated on vehicles up to a maximum 110 kph (68 mph), thus ensuring that it will not be restricted to slow moving traffic operations. With the development of tyres exclusively for the passenger transport industry, Dunlop now claim to have a firm commitment to expand their manufacturing programme in this very important sector of the commercial tyre market.

For further information, contact Peter Ross at Fort Dunlop, Birmingham B24 9QT. Telephone 021-373 2121.

Coatings. He will be responsible for in-house and customer training and for overseeing technical support.

Mr. Cadman has more than 26 years experience in the refinishing industry, including five years with the Manpower Services Commission as a Supervisor.

He is married with two children and lives in Chichester.

Management Changes at Storno

Storno Limited announced today a number of changes in its Management which are designed to strengthen the Company's position in the rapidly expanding mobile radio market.

Mr. L. A. Edwards, who has been Chairman of Storno Limited for the last two years, takes over as Managing Director from Mr. Bernard Flashman who will be responsible to Mr. Edwards for special assignments.

At the same time, Mr. Bjorn Lindgren who has worked for several years with Storno in Sweden, West Germany and the UK, has been appointed Technical and Operations Director at Storno Limited.

New Appointment at Chloride Legg

Chloride Legg — the battery charger and transformer manufacturing company — has announced the appointment of Mr. Colin Nash to the new position of Industrial Products Manager.

Mr. Nash, 43, will be responsible for developing sales of the company's transformer rectifier equipment, high-frequency chargers, AC-DC units and other products not directly related to motive power battery chargers.

TECHNICAL and EQUIPMENT NEWS

New Dunlop Bus Tyres

After a brief absence, Tyre Division Dunlop Limited has re-entered the UK Passenger Bus market with its new SP bus tyre specifically designed for arduous bus fleet use, both in congested city centres and faster moving traffic areas.

Dunlop have developed a cool-running tread compound with a unique tread pattern to give the driver the best possible grip and passenger security, even in the worst conditions. The SP bus tyre's built-up shoulder is designed to give a flat



Traffic Manager, Mr. Allen, which confirmed that Mr. Brander was put down for garage duty at a time when he was signed off sick.

The third matter was an allegation of dishonesty made against Mr. Brander in April, 1983. Of four coach drivers and assistant drivers, three were engaged in the dishonest practice of collecting passengers' fares and not booking them to the company. Mr. Brander claimed that Mr. Flight put improper pressure upon him to confess to dishonesty of which he was not guilty.

Mr. Brander's co-driver had signed a statement clearing him. Notwithstanding that, Mr. Flight implied he had evidence that Mr. Brander was implicated. He told him that if he signed a confession he would be dismissed. If he did not sign the police would be called and he would be prosecuted for theft. It was only after Mr. Brander refused that Mr. Flight revealed that his co-driver had cleared him. Mr. Brander asked for an apology but Mr. Flight refused, saying he had a list of drivers whom he knew were stealing, that Mr. Brander was top of that list and that one day he would find him out.

Mr. Flight said that he told Mr. Brander that he should only confess if he was guilty. However, Mr. Brander's evidence was corroborated by the company's former accountant, Mr. Southwell, who was also present at the interview.

The Tribunal were satisfied that the unfounded allegations made, the improper pressure put on Mr. Brander to confess, and the refusal of Mr. Flight to apologise and to concede that Mr. Brander had been cleared, was a serious breach of trust. In itself it was a sufficient repudiatory act to amount to a constructive dismissal. However, Mr. Brander did not resign at that stage.

It was plain to the Tribunal that thereafter Mr. Flight and Mr. Allen looked upon Mr. Brander with hostility, regarding him without justification both as a malingerer and someone whom Mr. Flight suspected of dishonesty.

A former fleet engineer of the company, Mr. Clutterbuck, gave evidence that he had heard Mr. Flight say "that man gets right up my back; the sooner he leaves the better" on a number of occasions. Mr. Allen had told him that he did not like Mr. Brander and that the sooner that he was out of his hair the better. He also heard Mr. Allen say that if as much pressure as possible was put on Mr. Brander it would cause him to leave.

Both Mr. Flight and Mr. Allen disputed that they had made remarks of that sort or that they had a hostile or unfair attitude to Mr. Brander. The Tribunal said the preferred the evidence of Mr. Clutterbuck and they were satisfied that both Mr. Flight and Mr. Allen regarded Mr. Brander with considerable animosity which was reflected in their conduct towards him.

LICENSING and LEGAL NEWS

Driver Entitled To Resign Because Of "Unjustified Hostility"

Although coach driver Mr. Bruce Brander had resigned from his job with Flights Coach Travel Ltd., of Birmingham, he was held to have been "constructively dismissed" by the company, when a Birmingham Industrial Tribunal upheld his claim that he had been unfairly dismissed.

The Tribunal said they were satisfied that the company had regarded Mr. Brander with "unjustified hostility"; that they had deliberately placed him on inconvenient late rotas; that they had treated him with considerably less than fairness over a series of incidents, including an allegation of theft; and that they had thereby sought to drive him out of their employment.

The evidence was that the company provided coach services to airports and on Continental operations, with the number of drivers in the Summer peak being as many as sixty. Mr. Brander joined the company as a part-time driver in 1981. He worked full-time from April, 1982, initially as a coach captain, and he resigned in August, 1983. There was no question about his driving ability and no complaint initially about his attitude to passengers.

The question was whether the company's conduct between October, 1982, and August, 1983, was such in its cumulative effect to show that the company was guilty of conduct which was a significant breach going to the root of the contract of employment, or which showed it no longer intended to be bound by an essential term of the contract. In

particular, the Tribunal had considered whether the company was in breach of the implied term of mutual trust and confidence which they were satisfied should be read into the contract.

The first matter was Mr. Brander's demotion from coach captain in October, 1982. He was disciplined by the company's Managing Director, Mr. Ken Flight, because after being in Spain for some time he allegedly did not clean out his coach, bringing it back in a dirty condition. Mr. Flight said he had investigated after a complaint from a passenger.

The Tribunal were satisfied that at no stage was Mr. Brander told the source of the complaint or the exact nature of it. They were satisfied that Mr. Flight did not adequately investigate the matter and that the coach was in the condition that Mr. Flight found it simply because it got dirty during the homeward journey. They considered that the demotion of Mr. Brander to have been premature and ill-considered.

The second matter related to the period between December, 1982, and January, 1983, when Mr. Brander was off work sick. His evidence was that whilst ill and subject to a doctor's certificate he came into work. He was seen by Mr. Flight who put unfair and unreasonable pressure on him to return to work before he was fit, saying that if he wished to continue working for the company he must start back at work. Mr. Flight did not accept that he gave Mr. Brander an ultimatum of that sort.

The Tribunal said they preferred the evidence of Mr. Brander, which was corroborated by the duty rota in the garage and the evidence of the Assistant

During the latter period of his employment Mr. Brander complained of two matters. Firstly, he claimed he was regularly put on what he described as "punishment duties", or unpopular duties of which he had more than his fair share on the rota. He also complained that he was put down excessively for garage duty which involved washing the whole fleet of buses. He said that the majority of his driving duties when he was not abroad were late night duties, finishing at midnight or after, so that he rarely concluded his day's work at a reasonable time.

It was the company's case, on the one hand, that Mr. Brander was not excessively placed on late duties, yet on the other hand that if he was placed on late duties it was because he was incapable of arriving in sufficient time to be available for early duties. It seemed to the Tribunal that those were inconsistent propositions. Mr. Brander said that the suggestion about his inability to get up in the morning was entirely without foundation. If he had ever missed a morning duty it would have been noted in the company's disciplinary records and there was no such notes. There was also the evidence of Mr. Taylor, a former coach driver employed by Flights, who confirmed that Mr. Brander did appear to have excessive late duties.

The Tribunal considered that the excessive late duties were in breach of the company's duty of trust and confidence which continued up to the end of Mr. Brander's employment. Although individual instances might have been trivial, the Tribunal felt that cumulatively they amounted to a fundamental breach of contract by the company.

Mr. Brander also complained that he was required to work hours which were in breach of the EEC Regulations. He said that he was regularly required to break the rules relating to a 10 hour break between shifts and that a day off should be a continuous period of at least 34 hours.

However, the Tribunal did not consider that it had happened as a matter of consistent practice. They considered that it might have happened occasionally. They were prepared to accept that it might well have been a result of difficulty in organising rotas of drivers and schedules on a weekly basis consistent with the EEC Regulations, rather than of a deliberate policy of victimisation by the company. They did not consider that there was anything of substance in that part of Mr. Brander's case.

Mr. Brander resigned as a result of "a final straw" when he was placed on a duty on August 19 and 20 which clashed with his holiday arrangements.

He gave the company three or four weeks notice that he wanted a holiday on the week of Saturday August 20 to August 28

and it was accepted that he should go on holiday then. The previous Monday he reminded the Traffic Manager, Mr. Hipkiss, asking if he could possibly have an early finish on the Friday. Later in the week he discovered from another driver that he was on the rota to go to Spain, which would have made it impossible for him to have his planned holiday. When he raised the matter with Mr. Hipkiss, Mr. Hipkiss said that he had forgotten about Mr. Brander's holiday arrangements and that he would make a change. Mr. Brander reminded him that he would like an early finish on the Friday night. On the Thursday Mr. Brander discovered that he was down for a late service on the Friday, finishing at 4.30 a.m.

When he raised the matter with Mr. Hipkiss on the Friday morning, Mr. Hipkiss said he could not change the arrangements at that stage. There was a heated argument and Mr. Hipkiss told Mr. Brander that if he valued his job he would do the duty. Mr. Brander replied that if the only way to get his holiday was to leave, that was what he would do, and he resigned.

Mr. Hipkiss maintained that he had not been told by Mr. Brander of the urgency of leaving early on the Friday. However, the Tribunal preferred Mr. Brander's evidence, which was corroborated by Mr. Taylor. They were satisfied that Mr. Hipkiss was a busy man with difficult schedules to organise, and that he probably genuinely overlooked Mr. Brander's holiday arrangements rather than being guilty of a deliberate attempt to inconvenience him. However, they were satisfied that Mr. Hipkiss did not take sufficient steps to try and accommodate Mr. Brander's holiday arrangements, taking account of the fact that the inconvenience had arisen from his own mistake.

The Tribunal rejected the suggestion that Mr. Brander simply left because he had another job lined up. The evidence was that Mr. Flight had provided a reference to the West Midland PTE several months before but Mr. Brander had not been offered a job. Mr. Flight had said he had seen a photo copy of a job application to Derek Randall Enterprises but he could not remember whether it was dated. Mr. Brander's evidence was that he applied to that company after he had left Flights but there was no vacancy.

The Tribunal were satisfied that the reason why Mr. Brander resigned was not just the inconvenience over his holiday or his losing his temper as a result. It was an accumulation of everything else. He recognised from the conduct of the company that their hostile attitude would carry on until he left and therefore he did leave their employment.

This was a case which fell fairly close to the borderline of constructive dismissal. However, looking at the company's conduct cumulatively over a period of time the Tribunal considered that, although Mr. Brander would not have

been justified in resigning over the holiday issue in isolation, this was a classic case of a man valuing his job and of turning his cheek to a series of repudiatory acts by the company which cumulatively justified him resigning when he did. In all the circumstances, it was not open to Flights to argue that they had acted fairly and reasonably. The Tribunal could see no reason to conclude that Mr. Brander in any way contributed to his dismissal by his own fault.

The Tribunal adjourned the proceedings to give the parties an opportunity of agreeing the amount of compensation to be paid.

Decision Reserved On Renewal Application

The West Midland Traffic Commissioners have reserved their decision on an application for the renewal of the PSV operators licence held by Hereford independent, Mr. Dennis Buchanan.

Mr. Buchanan, of Corngreaves, Stretton Sugwas, had applied for a licence authorising the operation of six vehicles, an increase of two vehicles over the previous licence. He had been called before the Commissioners in the light of an adverse report from a vehicle examiner.

For Mr. Buchanan, Mr. Bob Tranter said that there were certain inaccuracies in the vehicle examiner's report. For example, the vehicle examiner had said that there were no facilities for maintenance other than washing and cleaning. However, he had been told that Stretton Sugwas was only used for parking, that Mr. Buchanan had the use of maintenance facilities belonging to Philips Structures Ltd., and that he had a maintenance contract with R. P. Ravenhill Ltd., the local Ford agents.

The vehicle examiner had criticised the fact that inspections were carried out every two months, yet that interval was chosen on his recommendation because of the low mileage of Mr. Buchanan's vehicles.

Of the three vehicles given prohibitions, two were off the road being tidied up ready for part exchange for replacement vehicles. In fact, one of the vehicles had all its seats removed.

The vehicle examiner had inferred that clearance of one of the prohibitions was refused because the faults had not been rectified. That was not so. The faults had been rectified but the examiner found two further faults which had materialised in the intervening six days.

The vehicle examiner claimed that defects were not recorded on the inspection records, or when they were the remedial work was not recorded. Inspection records which Mr. Buchanan was producing to the Commissioners showed that that was not so.

In evidence, Mr. Buchanan agreed that in August, 1982, the Commissioners had refused to renew his licence but that it was restored by the Secretary of State for Transport on appeal. (Coachmart, September 17th, 1982, and March 11th, 1983.) He said that the Stretton Sugwas site had planning restrictions which restricted its use to the parking of four vehicles. He did not use that site for anything else. There was enough space for the parking of 14 vehicles at Philips' premises. That company had built a new garage, equipped with an inspection pit, which had been in use for 12 months and he had the use of those facilities when required.

The two prohibited vehicles that were off the road had been taken off at the end of the school term in July. He had been in the process of selling them. They had been accepted by the buyer who had said that there was no point in spending any more money on them, as he would take them "as seen". When the vehicle examiner came he asked to see the two oldest vehicles. He was told they were for sale and that there was no intention to use them again but he said he wanted them at the Test Station by 1200 hours.

Brake defects were found on the vehicle without seats. That vehicle had been checked by Ravenhill just over a week before as part of the agreement with the buyer. When that vehicle was presented for clearance, two further defects were found, play in the steering and a cracked wheel. However, when the wheel was removed no crack could be found and it was still in the yard waiting for an examiner to inspect it.

Excessive play in the rear drag-link joint was found on the second vehicle that was being sold. That vehicle had also been inspected by Ravenhill just over a week previously, the defect had been picked up and a spare part was being awaited.

The third vehicle was also found to have a brake defect. That vehicle had been checked by Ravenhill that very morning and his son had then driven it to the test station. Advisory defects of two tyres worn to the legal limit were also recorded. When the tyre man changed the tyres, he asked him whether he had money to throw away as the tyres were still serviceable.

Ravenhill were still carrying out the maintenance. His son was now working full time in the business and the intention was that he would eventually take it over.

Mr. Buchanan said that he had originally been in haulage with three 24 ton vehicles for 12 years and he had never had any problems over maintenance. Apart from reports by this particular vehicle examiner, Mr. Herbert Stone, there had never been any complaints against him from the Police, the public or any of his drivers. He produced letters from customers expressing satisfaction with his service and the cleanliness of his coaches.

Questioned by the Chairman of the Commissioners, Mr. Ronald Jackson, Mr. Buchanan agreed that on appeal he had been granted a licence for three single-deckers and one minibus, instead of the four single deckers and one minibus asked for, for a period of one year. Before that he had twice appeared before the Commissioners in 1981 because of unsatisfactory maintenance, being given a warning on the first occasion and having his licence renewed for one year only on the second.

He used Philips' facilities for minor repair work and cleaning and washing off. Ravenhill did the inspections and major work. He did not accept the Appeal Inspector's criticism that splitting the responsibility for maintenance in that way could lead to misunderstandings to the detriment of good maintenance.

Mr. Buchanan said that the total spent on spare parts alone in the last 12 months was £6,800.

Asked why, in view of that and the fact that the vehicles were inspected every two months, prohibition notices had been imposed, Mr. Buchanan said he did not understand it. The vehicle examiner found fault after fault after fault. He had even referred to his colour on one occasion. He just could not get on with the man and he did not know where he stood. The condition of the vehicles was improving all the time, yet the vehicle examiner was still finding fault. It all depended upon which vehicle examiner he got. He had had a vehicle fail its annual test because the headlight was out of line by two turns of a screw. The vehicle examiner refused to allow him to adjust it at the Test Station, yet he had seen operators adjusting vehicle brakes in the yard at the Test Station before being put back on the roller tester.

On one occasion he had taken two vehicles to Kidderminster Test Station because they were too busy at Hereford, and they had passed with no problems.

As far as the Stretton Sugwas was concerned, he had now applied for planning permission to put a new garage up and he understood that it was likely to be granted. He had a building ready to erect at a cost of £8,000.

In reply to Mr. Jackson, Mr. Buchanan said that he had lost his haulage business when his main customer closed down.

Mr. Keith Buchanan said that he had been maintaining vehicles with his father for 20 years. He was coming into the business as a partner and he was to take the examination for a Certificate of Professional Competence, ready to take over.

He had had no problems with the brakes of the vehicles he had taken to the Test Station from Ravenhill. It later transpired that a spring had broken inside a brake chamber which no-one could have discovered.

Mr. Tranter said that the Appeal Inspector had concluded that in the interests of natural justice Mr. Buchanan should be given a final chance to prove that he could maintain his fleet efficiently. Therefore, the Commissioners needed to look to what extent he had failed to maintain his fleet efficiently. They could disregard the prohibitions on two vehicles as the purchaser had told Mr. Buchanan not to spend any more money on them as he would take them in the condition that they were.

Effectively, the Commissioners were left with the one prohibition. That vehicle had been inspected by Ravenhill the same day and nothing had been found. Mr. Keith Buchanan had driven it to the Test Station and nothing had given him cause for disquiet. Defects occurred at a given moment in time. Five minutes before something could be operational and five minutes later it was not. If that occurred just after a regular inspection it might not be discovered until the next inspection, unless it was obvious to the driver. The advisory defects were of the kind that an operator could get on any vehicle, whether new or old.

It seemed that there was some clash of personality between the vehicle examiner and Mr. Buchanan. An efficient vehicle examiner could find faults with a vehicle even when it had been passed by another vehicle examiner the day before, if he tried hard enough. There had to be some give and take. Vehicle examiners had a very responsible job, and they would do that job more efficiently and protect the public better if they worked in a spirit of friendly co-operation with the operator. In his submission, Mr. Buchanan had fulfilled the obligations laid on him by the Secretary of State. He had shown that he could maintain his vehicles.

Reserving decision, Mr. Jackson said that it had been said that two of the vehicles inspected by the vehicle examiner were off the road. In circumstances where public service vehicles were not specified on licences, it was very difficult for a vehicle examiner. If vehicles were at an operating centre when he visited it then he would inspect them. If vehicles were taken off the road the operator should take steps to park them somewhere where it was obvious that they were not part of the fleet and could not be used.

He had been greatly disturbed by the references to colour made by Mr. Buchanan. As far as the Commissioners were concerned, and he personally as Chairman, colour did not form any part of any decision that they might make.

The Commissioners would also possibly make sure next time there was another fleet inspection of Mr. Buchanan's vehicles that there would not be a clash of personalities between the vehicle examiner and the operator.

Michael G. Jewell



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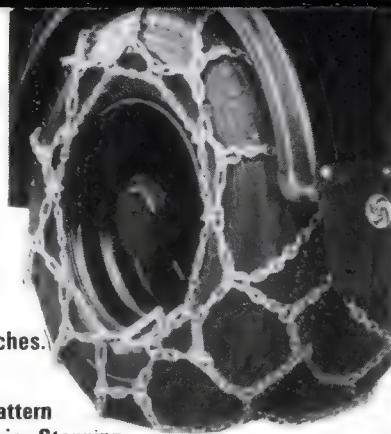
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TOURISM and TOUR OPERATION NEWS

Editorial Consultant: Chris Martins (09016) 230

Opinion

Are you making sufficient use of Tourist Information Centres? The tourist boards publish lists of their locations and a letter or 'phone call to any individual one will supply you with a goodly selection of what's to see and do locally.

In many ways these are Tourist *Inspiration* Centres, too, and will suggest bright, new and unusual opportunities for your groups to experience.

So called "N" centres will provide a level of *national* information, "R" centres will advise on things *regional*.

The new generation of TIC's goes further. Take the recently opened centre in Birmingham's Corporation Street, which I happen to know well. Apart from answering enquiries, they sell the official range of Birmingham Convention and Visitor Bureau souvenirs (story below) and run a computerised theatre-booking agency. They also provide a series of changing window displays on local themes.

Not only might you be using more such tourist information centres more often, but you might be advising your clients to either write in advance for leaflets, or call in during their stay.

It all adds up to the complete *experience* of a place. A selection of regional items which I came across in just two minutes in the Birmingham "TIC" is listed below.

Tudor Shrewsbury

Bearing in mind that 1985 is the Year of the Tudors, Shrewsbury has come out with a leaflet entitled "England's Finest Tudor Town".

Rich in the picturesque half-timbered houses of the 16th century, these "black and white" houses huddled in narrow streets easily make the "historic capital of Shropshire" another York.

More information (and accommodation guide) from 0743-52019.

Midlands Bus and Transport Museum

Being developed by the Birmingham and Midland Motor Omnibus Trust, the Midland Bus Museum already contains the largest collection of buses and coaches in the Midlands.

Most of the former and present Municipal operators are represented (Birmingham, Leicester, Walsall etc.) as well as private operators (Barton, Sandwell Motor Co. etc.).

The museum houses a particularly impressive collection of former Midland Red vehicles.

There are "open days" during the season (April—November), and some vehicles are driven to give visitors a "Trip Down Memory Lane". The museum is also open at weekends, 11 a.m. — 5 p.m.

More information: Midland Bus and Transport Museum, Chapel Lane, Wythall, Birmingham.

Beautiful Buildings in the Heart of England

If you need a ready reference to the architectural styles to be seen in the Heart of England region — Medieval, Tudor, Elizabethan, Jacobean, Classical and Industrial — send for a current leaflet from the region's tourist board.

At least 50 places are described in outline, and opening dates are mentioned.

Sections also deal with towns, villages and castles.

An ideal leaflet if you're involved with students, an educational tour or simply need to crib some straightforward descriptions of key attractions.

More information: Richard Denman 0905-29511.

Dudley For The Day

An enormous poster-cum-information sheet now sells you the idea of Dudley for the Day, and you'd be surprised how much this West Midlands town has to offer!

There's the zoo, and Dudley Castle, and the Black Country "living" Museum. Canals in the area are described (for their waterways heritage) and a section deals with Black Country Real Ales, and in which pubs to find them.

What else? Three Nature Centres and reserves, the Himley Park Model Village, and the Stourbridge Glass Museum.

Also listed are nearly 50 places to eat.

More information and copy of the information sheet 0384-50333.

Motoring Centenary

Another motor museum to bear in mind for next year's Centenary of the Motor Car is the one at Stratford, which promotes itself as a setting for the "Golden Age of Motoring".

It features some of the most exotic vintage cars ever made, amidst the music, fashions and scenes from the fabulous era of the Roaring Twenties.

There's a speciality shop selling motoring books and models, and from time to time there are vintage and classic car sales. Open daily.

More information: 0789-69413.





"Our Working Heritage"

Traditional crafts, fine china and crystal, working farms and industrial museum sites are all listed in "Our Working Heritage Past and Present", a new leaflet for the Heart of England.

To illustrate how comprehensive it is, the Crafts section deals with pottery and ceramics, glass, perfumes, wood carving, skins and leather, cloth making and making kites.

Aston Hall Refurbished

Re-opened earlier this year after 18 months of refurbishment (and it can be visited until December 1st), Aston Hall, near Birmingham, is one of the greatest Jacobean houses ever built, and certainly of those that survive.

A dramatic and intricate skyline of turrets, gables and chimneys is its hallmark, and the 350th Anniversary of the house being built, for a wealthy squire, takes place next year.

Heirlooms of the original Holte family, together with paintings, furniture, silver and ceramics, are featured.

Admission 50p. Normally open April—December.

More information: 021-327 0062.

More information: Richard Denman 0905-29511.

Birmingham Railway Museum

Steam locomotives, carriages and wagons, together with a turntable, workshop and restaurant feature at Birmingham's Railway Museum, near Tyseley, and which is open all year round.

Steam days are held (usually on the first Sunday in every month) and there are steam hauled trains, turntable and shunting displays, guided tours and film shows.

Rail tickets, inclusive of admission, around £1.60.

More information: 021-707 4696.

National Needle Museum

The thousands of uses for millions of needles are described in displays at the National Needle Museum (ideal for WI trips?) which is based at Forge Mill, Redditch. The mill itself is the only remaining water-driven needle mill in the world, and the original 18th century machinery has been preserved and is still operational.

Open April to October, daily.

More information: 0527-62509.

BCVB Souvenir Story

A range of official Birmingham Convention and Visitor Bureau gift and souvenir items, including wallets, Parker Pens, a tie and mugs, have now been introduced.

Each features the Bureau's "heart" symbol, and are on sale in tourist information centres in the city centre, at the National Exhibition Centre, and also leading hotels.

Also available are tape cassettes of the music of the City of Birmingham Symphony Orchestra, and new items will include a headscarf and durable shopping bags.

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TOURISM and TOUR OPERATION NEWS

Editorial Consultant: Chris Martin (09016) 239

Bosworth Field's Quincentenary

August 1985 is the 500th anniversary of the Battle of Bosworth Field. To commemorate it a special ten-day period of celebrations, including jousts and battle re-enactments, are planned, for a battle that changed the course of English history, when Richard II and Henry Tudor faced each other on Ambion Hill.

The battlefield site, near Market Bosworth in South West Leicestershire, was first opened in 1974 and, as such, has won four major tourism awards and attracted some 100,000 visitors each year. It includes a Country Park which provides open space, picnic areas and picturesque walks. The Ashby Canal runs through the site and nearby is the Shackerstone Steam Railway.

An extension to the existing Bosworth Visitor Centre has almost trebled the area for display, which will feature a new exhibition with displays of arms and armour of the period, full size figures and model soldiers in period costume, replica flags and shields. Also graphic displays and maps illustrating the Wars of the Roses, which culminated in the Battle of Bosworth Field in 1485, thus giving a complete insight not only into the battle but also into Medieval life.

The proposals for the special events in August are enhanced by the more usual events in July and September. Publicity back-up is provided by a wide distribution of publicity leaflets, advertisements in newspapers and travel trade magazines. Coupled with this is editorial comment and entries in all relevant Tourist Board promotions, both at regional, national and international level. For example the Quincentenary will be the focal point of the East Midland Tourist Board promotion for 1985 which is to be known as "The Year of the Tudor."

For further information contact: J. R. Tinsley, Resident Warden, Battlefield Centre, Ambion Hill Farm, Sutton Cheney, Market Bosworth, Leicestershire CV13 0AD or telephone (0455) 290429.

Forthcoming Attractions at Wembley

Events taking place, at the beginning of next year, in both the Wembley Conference Centre as well as in the Arena, are featured in two leaflets issued recently.

Firstly the Benson and Hedges Masters Snooker Tournament is to be held at the

lavish Conference Centre, starting on Sunday 27th January. Going through the various heats it culminates in the final on Sunday 3rd February 1985.

Between Friday 4th January and Sunday 24th February this year's "Holiday on Ice" spectacular takes place at the Wembley Arena.

Leaflets, tickets and further information can be obtained from: Wembley Stadium Ltd., Wembley, Middlesex HA9 0DW, or telephone 01-902 1234.

Cruising on Windermere

"A visit to the Lake District without a cruise on Windermere would make a very incomplete holiday." So say the Bowness Bay Boating Co. Ltd. based at Bowness-on-Windermere, who, as well as running a daily scheduled service throughout the year, between Bowness and Ambleside plus cruises around the Lake, can also offer operators a cruise to suit their itinerary both on departure time and content.

A large fleet of modern and traditional boats to suit all weathers, with commentary available should it be required, are ready to take visitors to such places as "Belle Isle" with its famous Round House. An increasingly popular service, according to the company, is the cruise/lunch facility which is run in conjunction with the English Lakes Hotel Group. The six hotels used all border the Lake and consequently all have their own piers close by. In most cases lunch can be taken in a dining room overlooking the Lake or, should this not be required, on-board catering could be substituted.

For those wishing to use the boats during the Winter months, specially adapted launches are in use, this includes Christmas week up to Christmas Eve. The

company has just "launched" its new Winter break special combined attractions package. This consists of a guided tour of Windermere Lake, on a heated water bus, a visit to the National Park Centre, Brockhole and a guided tour of Wordsworth's home.

For further information: write to Jim Fleming, Bowness Bay Boating Co. Ltd., Bowness-on-Windermere, Cumbria LA23 3HQ, or telephone (09662) 3360.

Swallow Adds Another

Swallow Luxury Hotels has added yet another exclusive health club to its list of five already open throughout the UK. This one is called Junction 28, because of its location near to Junction 28 on the M1 being situated on the A38 at South Normanton.

Opened on 27th September 1984, by no less a celebrity than Brian Clough, the facilities include an indoor heated swimming pool, spa bath, sunbeds, sauna and mini-gym.

Decrease in Passengers Travelling Through Dover in August

There was a decrease of 5% in the number of passengers travelling through Dover during its peak month of August. The number of accompanied motor vehicles also decreased by 4%.

A spokesman for Dover Harbour Board said this decrease was a result of the decision by the French Government to not accept day trippers without either a British Excursion Document or a British passport. The greatest decrease was in the number of foot passengers taking day trips and the number of coaches which carry day trip travellers.

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1976 AEC 760 Spacecar, curtains, side lockers, 53 re-covered seats, ZF gearbox, radio/pa, taxed and MOT'd, good condition, ready to work, clean, tidy and reliable. £7,500 plus VAT. Telephone Reading (0734) 53946.

304307

1973 AEC 760 Van Hool 53 seats, one years MOT, new tyres, radio/pa/cassette player, good runner. £3,750 ono. Telephone 01-946 7316 office hours.

304307

1973 AEC 760 Plaxton 50 recliner, new engine August, MOT March 1985, re-covered August, good runner. £7,000 ono. Telephone 01-946 7316 office hours.

305306

1971 RELIANCE 505 Plaxton Elite 53 seater, MOT March 1985. £2,200 plus VAT. Telephone W. B. Kerr, Wallsend (0632) 626431.

BEDFORD

304305

1975 (P) BEDFORD YRT Duple Dominant I 53 seater, express doors, Telma, new MOT to September 1985, one owner. £5,750 plus VAT. Telephone Aspdens, Blackburn (0254) 52020 day.

305

1979 (T) BEDFORD YLQS Duple Dominant II, 35 seater, power door, radio/pa/cassette, new MOT. £14,500 ono plus VAT.

1980 (V) BEDFORD YMT Duple Dominant II, 53 seater, power door, radio/pa/cassette, MOT May 85, part exchange for 12/29 seater considered. £12,500 ono plus VAT.

1973 (M) BEDFORD YRT Duple Dominant I, 53 seater, power door, MOT April 85. £2,950 ono plus VAT. For further information contact Mr. T. Bailey (0623) 756498.

305306

1980 PLAXTON Supreme IV 53 seats. Offers. 1979 PLAXTON as above. Offers invited.

1971 DUPLE Viceroy 45 seats. £750.

One "Kirkby" Coach Cleaner (complete). £75. 50 900 x 20 tubes and flaps. £2.00 per pair. Large quantity 466 spares. £150.

Pair touweed/grooved garage sliding doors, 13 ft x 18 ft complete. £100. Telephone 04884/234 0635/63719.

305306

1979 (T reg) BEDFORD YMT 500 Van Hool 300, radio/pa, 53 orange/black striped seats, finished white/three blue stripes. £12,500 plus VAT. Telephone 01-558 5174 day or night.

304307

1980 (V) BEDFORD YMT Dominant II 53 seater, red trim, radio/pa, Bristol dome, power door, side locker, reconditioned engine, 12 months MOT, mint condition. £15,000 ono plus VAT. Telephone Rutland Coaches, Melton Mowbray (0664) 63498.

304305

1979 (T) BEDFORD YMT Plaxton Supreme IV 53 seats, red interior, white and red exterior, recent engine overhaul and will have brand new MOT, good condition. £11,800 ono. Telephone (0259) 61766.

304306

1974 YRQ Plaxton and Duple 45 seaters, radio/pa, all in excellent body and mechanical condition and maintained to a very high standard, long MOT. £5,000 ono. Choice of three. Telephone Reliance Coaches (0635) 41732 or 41733.

304TFN

1981 (X) BEDFORD YNT Duple Dominant IV, full Executive, to include: 44 recliners, four tables, coffee machine, TV, video, radio/tape/pa, tinted windows, curtains, full soft trim, fridge, bar, toilet, new works engine fitted, MOT 1985, immaculate condition throughout. £26,995 plus VAT. Telephone 061-643 4182.

304305

1974 (N) BEDFORD YRT Duple Dominant I body, 53 seats, new gearbox, MOT expires February 1985. £4,500 plus VAT. Telephone Padgate (0925) 816219.

305306

1976 (R reg) BEDFORD Plaxton Supreme 500 53 seater, Grant doors, good condition, test March 1985, radio/pa system, Isringhausen driver's seat, owner/owner. £7,000 plus VAT. Telephone Chesham (0494) 786531.

304305

1981 (W) BEDFORD YMT Unicar 53 seats, red and white exterior, red interior, curtains, headrest covers and other extras, excellent condition, maintained from new.

1979 (T) BEDFORD YLQ Dominant II 45 seats, red and white exterior, autumn tint interior, headrest covers, curtains if needed, excellent condition. Telephone 01-898 4534.

305306

1977 BEDFORD YMT Plaxton Executive 40 reclining seats, toilet, video, drinks machine, radio/pa, tinted windows, new Short motor and compressor, excellent condition. £10,500 plus VAT. (M registered) **BEDFORD PJK** Plaxton 29 seat, tested March 85, good reliable vehicle, first reasonable offer around £3,500 plus VAT. Telephone (0977) 610773 after 6 p.m.

305306

1967 BEDFORD Plaxton Embassy 20 seater, good condition, MOT Jan '85. £1,500. Telephone (0272) 710251.

305306

1972 BEDFORD Plaxton, Grant type doors, 45 seats, tested January 1985. £3,000 plus VAT. Telephone (0473) 823243 (Suffolk).

305306

1973 YRT Plaxton 53 seats, radio/pa, power door, MOT 4.6.85, good condition, ready for work. Telephone 01-530 2461.

305306

BEDFORD YMT Duple Dominant II 57 seater, new MOT, air door, Telma, radio/pa/cassette, two-speed axle, excellent condition. £14,500. Contact Ron W. Dew & Son Ltd., Somersham, Cambridgeshire. Telephone (0487) 840241.

305306

1966 BEDFORD VAM 5 Plaxton Embassy 45 seater, one owner, MOT to July 1985, good, clean and reliable. £650 plus VAT.

1970 BEDFORD VAM 70 Panorama Elite 45 seater, MOT to September 1985, good, clean and reliable. £950 plus VAT. Telephone Maidenhead 21311 or 25920.

305307

1979 (V) BEDFORD YMT Van Hool Aragon 53 seats, choice of four, new c.o.f.s. £12,500 ono plus VAT.

1976 (R) BEDFORD YMT Duple Dominant 53 seats, choice of two, being c.o.f.d. £8,500 ono plus VAT.

Telephone Don Thomas, Swanbrook (0242) 32591 (day), (0452) 712386 (night).

303305

1979 (V) BEDFORD YMT Duple Dominant II 53 seats, interior blue, exterior blue and white, radio/pa/tape, curtains, air door, side lockers, just re-painted and re-panelled as new.

1980 (V) BEDFORD YMT Plaxton Supreme IV 53 seats, interior blue, exterior blue and white, radio/pa/tape, electric fan, tinted windows, air door, double side lockers, new engine still under warranty, mint condition. Telephone Eckington 433437 or Eckington 432644 evenings.

BOVA

303305

1982 BOVA Europa 53 recliners, video, registration No. BOO 910X, finished in blue and white, immaculate condition, first offer around £45,000 secures. Biss Brothers, Bishops Stortford (0279) 53218 (5 lines).

BRISTOL

300TFN

1978 BRISTOL LHS Plaxton Supreme III 35 seats, power door, side locker, in good order and well maintained. £10,750. Tel 0532 822206

DAF

302TFN

1982 (X) DAF MB Van Hool Alizée, 53 recliners, full Continental door, centre carpet, TV/video etc, driver's bunk, courier seat, curtains, blinds.

1983 (Y) DAF MB DKFL Van Hool Alizée, 50 recliners, full spec including toilet and driver's bunk, TV/video etc, drinks machine, fridge, courier seat, centre carpet, curtains. Contact Hardings Coaches on (0527) 42590.

303306

1983 BOVA Europa II 52 reclining seats, courier seat, tinted windows, Continental door, curtains, radio/pa, MOT March 85. £38,500

1982 DAF MB200 DTKL Supreme V GT, 51 reclining seats, TV/video, curtains, courier seat, radio/pa, MOT March 85. £34,500. Both vehicles in excellent condition. Telephone (0869) 246461

DOUBLE DECKERS

300TFN

1971 DAIMLER Fleetline 76 seats, Park Royal body, 180 engine, P.A.F. tested October 85. £3,750. Tel 0254 33163 or 396794.

302305

Wanted DOUBLE DECKER with long test certificate, distance no object, kindly phone Northwich (0606) 2778.

305307

1968 (F) LEYLAND Atlantean 680, tested October 1985, Alexander 78 seats, choice of two. £2,500 each plus VAT.

1970 (H) DAIMLER Fleetline 80 seats, Gardner engine, Park Royal, tested September 1985. £3,000 plus VAT. Telephone (0473) 823243 (Suffolk).

(Double Deckers continued on next page.)

Can you fill this space with a
Classified advert?
Then phone (0482) 224935.

3027FN
1969 ATLANTEAN double decker, 75 seats, newly tested, very clean. £3,000. Telephone 069887 242.

3037FN
1973 (M) BRISTOL VR Northern Counties low bridge bodies, 150 Gardner, semi automatic, pa's, 12 months test. £4,250.
1973 (L) LEYLAND Atlantean 76 seat Alexander, pa's. £3,750. Tel 0254 33163 or 396794.

3037FN
1976 SCANIA Metropolitan 72 seats, new MOT, first class condition. £4,250 ono. Tel Mike Smith 0789 764401.

FORD

3057FN
35 seater 1982 PLAXTON Supreme V, power door, radio/cassette/pa, side locker, very clean, MOT October 1985. £22,500 plus VAT. Purley Car Company Ltd., telephone 01-668 8460.

305308
1972 FORD Duples (2), new Ford warranty engines, under Ford maintenance contract, resprayed blue and white, one re-moquette, radio/pa. Both very attractive and reliable vehicles. £3,500 each or £6,500 for both. Telephone (0622) 842581.

305307
1970 FORD service saloon Plaxton 45 seats, tested July 1985. £1,500 plus VAT.
1972 FORD service saloon Plaxton 45 seats, tested July 1985. £1,800 plus VAT. Telephone (0473) 823243 (Suffolk).

3057FN
1975 (May) FORD R1114 Plaxton 53 seater, Bristol dome, power door, MOT June 1985. £3,750 ono.
1973 FORD Willowbrook service bus 52 seater, MOT'd January 1985, six speed gearbox. £1,750. Britannia International Travel, Telford, Shropshire. Telephone (0952) 612602.

304305
1980 (V) FORD Plaxton 53 seats, owned by us since new, last Ford in the fleet. £12,750 for quick sale. Telephone (0222) 884648/9 office hours.

305306
1973 (M reg) FORD Dominant 45 seater, 360 turbo, power door, radio/pa, side locker, re-upholstered, taxed and MOT. £2,500 ono. Excellent condition must be seen (0274) 882132.

305306
1978 (August T reg) FORD R1014 Plaxton 45 seats, Telma, radio/tape, armrests, curtains etc., owned by ourselves since new, full service records, mainly white. £8,000. Loverings Coaches, Combe Martin, North Devon. Telephone 3613.

305306
1 x 53 1972 FORD Plaxton, new test this week. £2,000 ono. Telephone 020622-4363.

305306
1975 FORD 53 seater Duple coach, engine reconditioned August 1984, MOT November 1985. £5,500. Telephone Ashton Coaches, Blackpool (0253) 402961.

305307
1981 November (X) R1114 Plaxton 53 seater, dual fuel tanks, tinted glass, curtains, Telma, power door, side lockers, radio/pa/cassette. £19,950 plus VAT.
1980 February (V) R1114 Van Hool 53 seater, curtains, Telma, power door, side lockers, radio/pa/cassette. £12,950 plus VAT.
1979 September (V) T152 Duple 35 seater, curtains, power door, side lockers, radio/pa/cassette. £14,950 plus VAT. These coaches have been owned by us since new. Full service history available and are in very good condition. All with 12 months c.o.f. Telephone 021-472 6520, or 021-471 2000.

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1969 A.E.C. Reliance 691/760, 12 metre, 6 speed ZF, Plaxton Elite 49 Chapman reclining seats, re-upholstered. Excellent condition.
041-889 4050



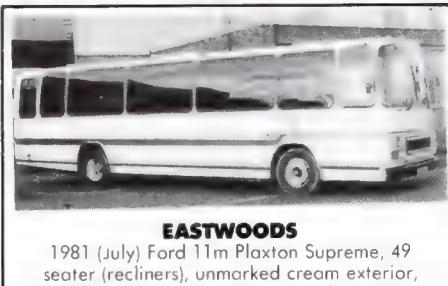
Sept 1980 AEC 760 Van Hool 12 metre, white with brown and yellow stripe, 45 reclining seats, toilet, TV, video, radio/pa, curtains, 2 side lockers, extra seats available to return it to 50 seater, MOT Jan 85 will re MOT if necessary. £19,000 plus VAT. Phone Preston 0772 687114.



FORD A-SERIES petrol 20-seat service bus. Jack-knife door, driver's compartment, luggage racks. Ideal rural bus — service cut-backs force sale. Bargain at £12,000 plus VAT. Mole Valley Transport Services, Oxshott 3659 anytime.



(V) BEDFORD YMT Moseley Alpha 53 seats, owner driven, power door, radio/pa/cassette, full draw curtains, wheel trims, very good condition. £14,250 ono. Tel (0532) 632728 daytime (answering machine) or evenings 732838 or 560840. P & T (Leeds).



EASTWOODS
1981 (July) Ford 11m Plaxton Supreme, 49 seater (recliners), unmarked cream exterior, with deep red moquette seats, Telma, tinted glass, new wheel discs. 7 new Michelin fitted at £1,000 cost, M.O.T. March 85 (ex-finest fleet in southern counties), must be seen to be appreciated.
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Inspection with pleasure.
Eastwoods, Birmingham.
Phone 021-382 3333



(T) BEDFORD YMT Dominant II, 53 seats, owner driven, Bristol dome, radio/pa/cassette, driver's fan, decorative curtains, wheel trims, twin side lockers, very good condition. £13,000 ono. Telephone (0532) 632728 daytime (answering machine) or evenings 732838 or 560840. P & T (Leeds).



1980 BEDFORD YLQ DUPLE DOMINANT MOT August 1985, exterior white with red/orange reliefs. Radio/cassette/p.a. Isringhausen driver's seat, driver's fan, air horns, power door, new batteries, 4 new tyres, immaculate condition, many other spares with the vehicle.
£12,500 plus VAT.

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NEW MERCEDES 12-19 seat luxury PSV coaches available. Immediate delivery. Phone Geoff Llewelyn, Tewkesbury 294896 or after hours 0684 72199.

NEW MERCEDES 12 seat luxury PSV minibus ex-stock from Oldacre Services. Swindon (0793) 723577 or Tewkesbury (0684) 294896 or at Wokingham (0734) 788541.

3017FN

New 307D Devon 12 seater, high roof, luggage racks, tinted windows, high back seats, **immediate delivery**, part exchange welcome. Purley Car Company. Tel 01-668 8460.

304305

1982 MERCEDES 608D Reeve Burgess 25 seater coach, excellent condition, overdrive gearbox, tinted windows, radio/cassette and all the usual refinements with this magnificent vehicle. £14,950 plus VAT. Telephone Freeman Commercial Sales 051-647 9774, evenings 051-678 9469

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New 21 and 25 seat **MERCEDES 608** conversion, price on application. Tel Carlisle (0228) 44611 after hours (0228) 60868

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2997FN

1984 (A) VAN HOOL Alicron, full specification 49 seater, including curtains, double glazing, TV, video etc., excellent condition. £59,500.

1984 (A) VAN HOOL Astron, full specification, 56 seater, (currently 44 seater Executive), superb condition. £75,000.

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1977 PLAXTON 57 seater MkIV front, new gearbox. £17,500

1975 DUPLE 57 seater. £12,000.

All the above coaches are in daily use, prices subject to VAT. Fords Travel, Gunnislake, Cornwall (0822) 832264.

3027FN

1979 VOLVO B58 48 recliners, toilet, bar, TV, video and coffee machine. £27,000. Telephone 01-656 4306.

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1982 (X) DUPLE Goldliner, exceptional condition, TV/video, reclining seats, double glazed, soft trim, curtains, this vehicle has doubled turnover, new coach ordered. £44,000. K & M Gagg (Coaches), Bunny, Nottingham. Telephone (0602) 212084

3047FN

1981 VOLVO B10M Jonckheere Bermuda Hi-line, 48 recliners, splitter gearbox, Telma, radio/pa/tape, TV/video, tinted glass, curtains, driver's bunk, toilet, Continental door, hot drinks machine, power door. Telephone C. J. Down, (082281) 242 Tavistock, Devon.

304306

1st reg Dec 83 (A reg) 1979 B58 chassis re-bodied on Plaxton 3200, 53 seats. A snip at £36,500.

1982 (X) B58 semi auto Plaxton VI, double glazed, soft trim, toilet, radio/cassette, 46 seats, immaculate. Where cheaper at £33,000.

1982 (X) B58 semi auto Plaxton 49 seats, radio/cassette/pa. Cheapest in Britain for such an immaculate coach at £32,000.

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305 & 307

1977 FORD LWB petrol minibus for sale, MOT 1.6.85, licenced until 30.4.84. £1,750 plus VAT. Telephone (0638) 720302, Neal's Minibuses.

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(V reg) DODGE Maidstone 12 seat PSV, taxed March 1985, c.o.f. September 1986, very economical, low recorded mileage. £1,450 or will accept Ford Cortina in part exchange. Telephone (0602) 251480.

305

Jan 1980 BEDFORD Dormobile twin-wheel PSV, Opel diesel, finished in two-tone blue. annualised to October 1985. £2,500. Williams of Manchester the "Deansgate" people 061-832 8406.

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1983 BEDFORD Dormobile diesel PSV white/tan interior, very clean throughout. Choice of two.

1982 (Y) BEDFORD Dormobile diesel PSV, white/tan interior, very clean throughout. Choice of two.

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1981 (X) TRANSIT petrol automatic Reebur 16 seater style, ring for details. £5,550

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305307

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305308

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1972 FORD Plaxton 53 seats, MOT July 1985.

1973 LEYLAND Duple 53 seats, MOT January 1985.

1973 BEDFORD Plaxton 29 seats, MOT December 1984.

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1979 (V reg) **YMT** 11 metre 500 series Duple Dominant II 53 seats, pa/radio, MOT July 85. Contact Mr. Benson, Bexleyheath Transport Co. Ltd., 41 Broadway, Bexleyheath, Kent. Telephone 01-303 6303.

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1979 (V reg) YMT 11 metre 500 series Duple Dominant II 53 seats, pa/radio, MOT July 85. Contact Mr. Benson, Bexleyheath Transport Co. Ltd., 41 Broadway, Bexleyheath, Kent. Telephone 01-303 6303.

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1972 FORD Duple Viceroy, 53 seats, MOT July '85.

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1980 Volvo B58 12 metre Duple Dominant II 49 seats, toilet, video, Television, coffee machine, courier seat, Bristol dome, power door, side lockers, new MOT. £31,500.

1980 Bedford YMT Plaxton Supreme IV 53 seater, radio/pa/cassette, courier seat, power door, side lockers. £18,500

1980 Bedford YMT Duple Dominant II 53 seater, radio/pa/cassette, power door, side lockers, choice of three. £18,500.

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1978 DAF MB200 DKL 12 metre, rebodied June 1982, Plaxton Supreme IV, cherished number, 57 seats with armrests, courier seat, radio/pa/cassette, tinted windows, power door and step, Bristol dome, side lockers and curtains, MOT May 1985. £27,000.

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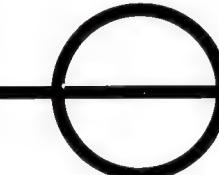
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1980 FORD R1114 Plaxton 53 seats, power door, radio/pa, choice of three. £16,500

1979 FORD R1114 Plaxton 53 seats, power door, radio/pa, choice of three. £12,000

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Trades Description Act

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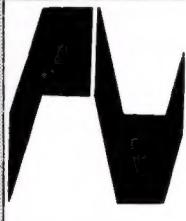
1982 **VOLVO B10M** Plaxton Viewmaster, fitted 44 Plaxton recliners, rear sunken toilet, driver's bunk, TV/video, carpeted, curtains.

1982 **DAF MB200** Van Hool Alizee 53 recliners, Continental rear door, driver's bunk, TV/video, radio/pa.

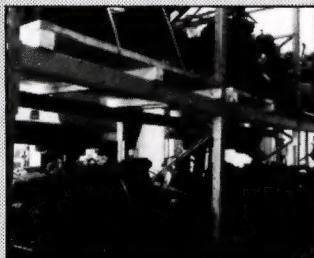
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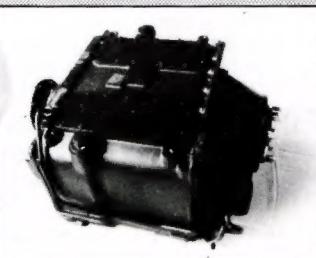
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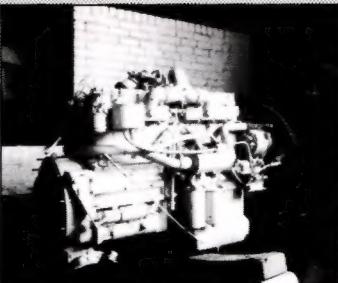
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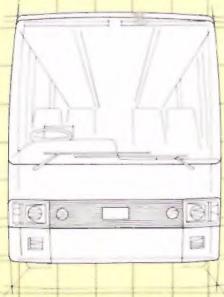
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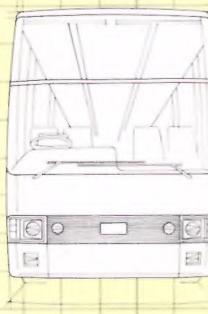
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